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A GREAT CITY AND STATE

*The Story
of
Chicago and Illinois*

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A GREAT CITY AND STATE

*The Story
of
Chicago and Illinois*

by

EVELYN F. CARLSON

1947

**THE KING COMPANY
CHICAGO**

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FOREWORD

A GREAT CITY AND STATE presents the story of Chicago and Illinois from the coming of the white man to this area until the present time. An attempt has been made to show the forces responsible for the development of a wilderness into a leading state of the United States and a leading metropolis of the world. The story of Chicago and Illinois emerges as an integral part of the history of our country and of outstanding world events.

The outline of the book conforms to the pattern of the current Course of Study, Chicago Public Schools, one semester of history in the eighth grade. It covers the status of agriculture, commerce, industry, government, education and recreation, and it includes historical background in each field. The many services provided by the State are discussed. The book tells of the contributions of some of the great men and women of Chicago and Illinois and emphasizes their part in developing the American Way of Life. What Illinois does for Chicago and what Chicago does for Illinois is told in language the eighth grade child should understand and the place of both in the United States is developed. The interesting plans that have been made for the future improvement of Chicago and Illinois are presented.

Running through the book is a fervent belief in the democratic way of life. The importance and value of the contribution of each individual to the common good has been stressed. A basic concept taught in countless ways is that the democratic way of life gives the individual many privileges and that the corollary of privilege is responsibility: every man is responsible for his acts; every man is responsible for his government; every man is responsible for the common welfare. There is present a firm belief that men are capable of working together for the betterment of all and that the fate of one is reflected in the fate of all.

E. F. C.

November, 1946

I. HOW CHICAGO BEGAN AND HOW SHE BECAME A GREAT CITY

Long long ago, in the prehistoric world, huge glaciers crept slowly down to cover the region where Chicago now stands. As the ice stream moved along, sometimes several feet a day, it broke fragments of rock from the mountain sides; it picked up boulders from the valley; it carried sand and silt along its course. The rocks and the sand and the debris acted as chisels and as sandpaper to wear down the hills and to cut out lake beds. Four or possibly five times, scientists differ in their opinions, the massive, creeping rivers of ice slipped down from their North Pole home to cover great sections of North America. It was during these ice periods — the Illinoian and the Wisconsin, especially — that Chicago had its beginning.

Many seasons passed and finally warm weather in the North stopped an advancing ice blanket. As the forward tip of the glacier gradually melted, it left the great lake that was to act as a divide for the waters of the region. No man was here to witness the beginning of a young city. No man was here to see a river formed, the river that's shaped like a "Y," but the fact remains that the receding river of ice left Nature's gift to us. It left your heritage and mine: a chain of lakes and a system of rivers affording natural transportation unrivalled in North America; a broad, fertile plain and a stretch of virgin forest — rich hinterland for the Red Man who was to come, for the white man who was to follow.

Wild life came back to this strange land. Plants grew and flowers bloomed. Buffalo and deer roamed in seemingly endless herds. To this prairie land and the swamp land, the Red Man came — Potawatomi, Winnebagoes, Sacs and Foxes, Miami, Shawnees, and the Mascoutens. The lone moon looked down upon many a peaceful Indian scene, many a wild, tumultuous war dance.

Milo Quaife says that we have Marco Polo to thank for the white man's discovery of the Great Lakes, and there is much to be said for his idea. It was because of Marco Polo's book telling of the fabulous life of the East, that many bold young men set out to find a route to the Orient and its riches. In the process of seeking an old continent a new one was discovered. In 1492 Columbus with his three ships, the Pinta, Nina, and Santa Maria, set out for the East by way of the West. He found a new world, not a new road to the Old World. In 1513 the Spanish Ponce De Leon explored part of Florida. In 1535 Jacques Cartier discovered the St. Lawrence and sailed up it as far as Montreal, seeking the route to the East. In 1610 Henry Hudson sailed up the waters we now call the Hudson River seeking a passage to the East. He was keenly disappointed when the waters narrowed and became more shallow, telling him that once again a promising trail had led to nowhere.

In 1608 Champlain founded the City of Quebec, an outpost on the road to Cathay. For the first time he heard of men who dwelt many days journey to the westward. Champlain, who would have liked nothing better than to travel west to seek the Indies, never again had the opportunity of personal exploration. He became the French Administrator in Canada. Champlain's keen interest in

the unexplored land to the west, prompted him to send young men to gather information. Thus it was that he heard of a great sea and of a people living on the far side of the "Great Stinking Water," the "People of the Sea." Not until much later, when the shape and extent of the lake was known, did the early explorers realize that the "Great Stinking Water" was only a bay and not the whole lake. According to one story, the strange name came from the wild onion that grew by its shores. Small wonder that Champlain thought, as he listened to reports, that at last here was the way to the Indies — here was the way to the silks and spices and to the fabulous riches of the Orient.

In 1633, just two hundred years before Chicago was to become a town, Jean Nicolet, one of the young men who had been gathering information for Champlain among the Indians, was commissioned to sail to the city of Kubla Khan, Peking, China. Nicolet and seven Huron Indians set out in 1634 in a bark canoe. Their only shelter was the blue star-studded sky. They took with them the simplest of food, crushed and boiled Indian corn. Nicolet wore the most elaborate of raiment, a coat of finest China damask with brilliantly colored birds and flowers embroidered in the greatest of profusion. Champlain wished his envoy to be properly dressed when he was received in Peking. Thus it was that when the "People of the Great Sea," of the "Stinking Water," came to greet the visitors to their land, they saw the figure of Nicolet resplendent as the sun in his coat of China damask. Nicolet saw not the natives of the East, but the Red Men of the West. He had discovered Lake Michigan and had discovered that the New World was far larger than anyone had dreamed. But these things seemed unimportant because he had

failed in his mission to find the greatly prized route to the Indies. Who wished more land? There were only a few seaboard settlements along the Atlantic. None was west of the Appalachians. There were only a few settlements in Canada — Quebec, Montreal, and Three Rivers. Land was so plentiful it had little value. A route to the East was the coveted prize. The Indians treated Nicolet with the greatest of hospitality, but he had to return to Champlain with a story of failure.

During the next years French priests set out to convert the Indians to Christianity. They established missions among the Indians along the St. Lawrence and the Great Lakes. By 1648 all five of the Lakes, Lake Michigan still being called the "Lake of the Stinking Water," were claimed for France. There were two important results of these missions. First, the priests learned the Indian languages and customs. This proved to be an advantage later when they were exploring. Second, they made friends with the Hurons in the land to the west and south. The Hurons were enemies of the strong Iroquois family. This became a great disadvantage to the French later because the Iroquois in New York blocked the French from extending their influence further south. The same situation tended to encourage the French to go west along the St. Lawrence and the Great Lakes. It was during the period of the establishing of missions that Father Jacques Marquette first heard of the Great River of the West. He was at Chequamegon, which is near the present town of Ashland, Wisconsin, when he began to think of the wonderful opportunities of converting Indians along the mysterious river. When, because of the aggressive Sioux he had to move farther from the Great River with his Huron

and Ottawa Indians, Marquette decided his desire must be forgotten.

Suddenly this slow period of establishing a few missions here and a few missions there ended. One bleak December morning in 1672 Louis Jolliet arrived at the St. Ignace Mission, where Lake Michigan and Lake Huron join, with a message for Father Marquette that brought gladness to his heart and a light to his eye. Jolliet had been commissioned by Count Frontenac to explore the Great River and he had secured permission for Marquette to accompany him. At that time the Gulf of California was called the Vermilion Sea and the Gulf of Mexico was known as the Sea of Florida. Jolliet hoped to find that the Mississippi flowed into the Vermilion Sea and thus into the Pacific. This would be the long sought route to the Orient. The men could not leave until spring when the weather would be more favorable, but they used the winter months to good advantage preparing for the voyage.

Jolliet and Marquette were an excellent team. Jolliet was born in Quebec in 1645. He had never known any world but the new one. From early youth on, the wilderness had beckoned to him. He had explored Lake Superior for copper deposits. He had found a shorter route between Lake Superior and Montreal. He had been present at the French pageant at the Saulte in 1671 when the upper lakes and the land extending to the northern, western, and southern seas was claimed for France. At twenty-eight he was an explorer of considerable experience. Marquette had dreamed of opening the way for missions to convert Indians along the Great River ever since he had first become acquainted with the Illinois at Chequamegon in 1669. He had studied the language

with a youth of the tribe. He had learned all he could of the region and had kept careful notes in his journal.

It is hard for us in our modern homes in this atomic and air age to have any real understanding of the tremendous courage and hardihood of these two men and their five French voyageurs. Into a strange, unknown country, into a wilderness-land they ventured. What did they face? Could they place a long distance telephone call or send a telegram for supplies or help? There was to be no telephone or telegraph system for another hundred and fifty years. Could they send a message by radio in an emergency? That would not be possible for another two hundred and fifty years. Could they go by bus, car, or railroad, or could they fly? Those things were not even thought of as yet.

Father Marquette and Jolliet started out with two bark canoes, a little meat that had been smoked to preserve it, and some Indian corn. They depended on finding friendly Indians along the way to replenish their food supplies.

When, on May 17, 1673 the historic voyage began, they had a crude map of the area to which they were going, based on Marquette's notes. A month later the explorer and missionary reached the Great River. They had come through Green Bay by way of canoe and portage, along the Fox and Wisconsin river waterways. Their first sight of the Mississippi must have been awe-inspiring: the river a mile wide — great, tall, towering cliffs — and not another human being in sight.

They traveled for days before they found the first sign of human life — a path on the western shore of the river. They followed it and found an Illinois village where they were treated with great hospitality. Some historians tell

us the feast of corn meal mush was the first meal ever recorded in the State of Iowa. Marquette talked to the friendly Indians about God, and Jolliet sought information of the country ahead.

Again they started traveling south in their light canoes. Woodland country and green prairies stretched away from the river as far as the eye could see. The days grew warmer and the river flowed steadily southward. Eventually they neared the mouth of the Arkansas River, and the decision was made to turn back for fear of capture by the Spaniards farther south. Jolliet and Marquette were now convinced that the river flowed into the Sea of Florida and not into the Vermilion Sea as they had hoped. Once more Marco-Polo tales had inspired a voyage that resulted in failure as Jolliet saw it. He had failed to find a new route to the riches of the East.

On their return trip they were advised to go by way of the Illinois River because it was thought to be both easier and shorter. Thus it was that near present-day Utica, they found the village of a Kaskaskia tribe to whom Marquette preached the word of God.

It was these Indians to whom Marquette gave his word to return, and it was some of these Indians who traveled with the missionary and explorer as far as Lake Michigan. They must have traveled by way of the Des Plaines, the Chicago Portage, and the south branch of the Chicago River. Well may we be proud that such kind, generous, and courageous men were the first whites to arrive at the land of the river that's shaped like a "Y"—Chicagoland.

They paddled north along the western shore of Lake Michigan until they reached the mission at De Pere, just north of the present site of Green Bay, Wisconsin. Here

Marquette remained while Jolliet explored Lake Michigan farther. Jolliet then continued on his way to report the results of their efforts to Count Frontenac at Quebec.

What were the results that Jolliet could report? In a few short months, from May to September of 1673, the intrepid pair had traversed some three thousand miles in two bark canoes through a country only known by hearsay. They had made maps of the region traveled, knew that the Great River led to the Sea of Florida, had made notes of the flora and fauna, and had made friends with the Indians along the way. A shorter way had been discovered between Quebec and the Great River. Jolliet recognized and emphasized the ease of communication between the Sea of Florida, as he called it (the present Gulf of Mexico)—the Illinois and Chicago Rivers and the Great Lakes.

As Jolliet neared Montreal with his precious cargo of maps and notes, his canoe was overturned in the rapids of the St. Lawrence. When he finally met with Frontenac and Father Dablon, Marquette's superior, the results of the famous journey had to be reported by word of mouth and from memory. Both men in their reports to Louis XIV, their king, suggested that a canal cut at the Chicago Portage would make it possible for a ship to travel from Canada to the Gulf of Mexico. Plans are now being made for the last important links in the St. Lawrence-Gulf Waterway that these men recommended.

Meanwhile Marquette had kept his word to the Indians. He returned to Chicagoland in 1674, but illness overtook him. He was forced to spend the winter of 1674-1675 in a log cabin near the spot where the south branch of the river crosses what we now know as Damen Avenue.

Indians and outlaw French fur traders alike were charmed by this gentle man of God. It was due to the traders that a French surgeon in the area traveled fifty miles over the frozen ground in the bitter cold to minister to Marquette's needs.

In the spring, after establishing a mission at an Illinois village, Marquette ventured around the lake and up the eastern shore heading for his mission at St. Ignace. He was not destined to reach it; he died May 18, 1675 near the location of present-day Ludington just two years and a day after he had first set out on his journeys with Jolliet.

Much of the claiming of land for France up to this time had been done by the Jesuit missionaries. Now Count Frontenac decided that the rich valleys of the West were to be entirely under the control of the government. Louis Jolliet, because of his associations with the Jesuits, was never again allowed to visit or explore the West in the name of France. Others were privileged to carry on the work he had so brilliantly started.

A young man, Robert Cavelier, Sieur de La Salle, born in France, had come to the New World to seek his fortune and was chosen to head the new expedition. La Salle was a practical man. His dreams were those of empire. He hoped to establish a vast domain in this most fertile of valleys. He would then have a realm that would prevent the Spanish from extending their Florida and Mexican settlements northward, and that would stop the English if they tried to spread their seaboard villages westward.

With La Salle was a man who was to carve a place for himself in this middle west country. Henri de Tonti was born in Italy and was reared in France. He had suffered the loss of a hand which he had replaced by one

of iron and so came to be known as "The Man with the Iron Hand." During his expeditions in La Salle's service he was to prove that he had an iron will as well.

Tonti met La Salle in France in 1678 and went to Canada with him. During the winter of 1678-79 Tonti supervised the building of the ship near Niagara which they were to use in their expeditions. He served La Salle faithfully and well during the trying years ahead when their efforts met with some success and many heartbreaking disasters.

They first reached Chicagoland in 1679. They discovered the mouth of the Mississippi in 1682 and in a colorful ceremony proclaimed Louisiana a province of France. In the meantime they had established a number of forts including one at the mouth of the St. Joseph River and one at the lower end of Lake Peoria. The latter fort La Salle called Crevecoeur but the Indians called it Checagou. It was about this time that La Salle used the name Checagou for the location of today's city. It was on their return from the mouth of the Mississippi that work was started to fortify Starved Rock. Before long a great many Indians had settled around its base. La Salle called it Fort St. Louis in honor of the French king and planned that it would be the capital of the Louisiana country. It was the first permanent fortress in the West.

The French paid a heavy price for the friendship Champlain had formed with the Hurons. The Iroquois, their deadly enemy, attacked the Illini and the French settlements again and again. They were most unequal battles because the Illini still used the bows and arrows of a long-gone era while the Iroquois had guns and ammunition they had obtained from the Dutch of New York and

from the English. Forts were built and rebuilt in periods of peace by the persevering La Salle and his men.

The trials of La Salle were not all caused by unfriendly Indians. Many of his own men deserted during the intervals when he had to be gone to explore or to get supplies and ammunition from the Canadian base. Some of the difficulties that beset the brave La Salle and his men were due to natural sources. The rigors of the winters, the storms on the lakes, and the extreme scarcity of food made life perilous.

At last the trouble caused by delay due to the hostile Governor La Barre at Quebec made it necessary in 1683 for La Salle to return to France. It was just before he left that he wrote two letters, dated June and September, which indicate that La Salle was in Chicago. Straight to the King went La Salle with his story. He was received with great honors and commissioned to return and establish a Mississippi colony. In 1684 La Salle set out for the mouth of the Mississippi with colonists and a fleet of vessels. His dream was not realized. He missed the mouth of the Mississippi and ended his voyage along the Texas coast. In the next few years he tried again and again to find the mouth of the river. In 1687 in Texas he was murdered by one of his men.

Tonti, whose name is spelled Tonty in some records, meanwhile stayed in Illinois for more than twenty years. He engaged in fur trade from his base at Starved Rock. He made trips to the Gulf of Mexico and sometimes led the Indians of the area against the warring bands from the East. "The Man with the Iron Hand" was loved and respected by both French and Indians. He died in 1700 in a colony that had been established on the Gulf in an

attempt to make the old vision of LaSalle come true.

As a result of the work of these and other explorers, fur traders and then permanent settlers came to this country of great promise. It was inevitable that the first settlements were made in the central and southern part of Illinois, in the rich black soil of the valleys of the river country. It was also inevitable that eventually the great metropolis of Chicago would rise from the swamp land at the natural crossroads of transportation.

Who was Chicago's first settler? That depends on how long one must reside in a place to be called a settler. Fur traders undoubtedly came and went. We know that Jean Filatreau and Andre Eno, two of La Salle's men, lived here during the winter of 1682-83. De Liette lived in Chicago for four years some time during the 1690's. In 1696 Father Pinet established the Mission of the Guardian Angel to preach the gospel to the Miamis, who had settled here after fleeing from the Iroquois after 1688. Due to the friction between church and state, in this case the church opposing the profitable liquor trade among the Indians, Pinet was recalled by Frontenac. After intercession by his superior at Quebec, Father Pinet was allowed to continue his work at Chicago among the Miamis in 1698. Winters were so bad that the Indians went south to hunt, and Father Pinet spent the season at the mission Lake Peoria. Someone has called him "Chicago's first commuter." After several years Father Pinet was followed by another missionary who remained for a time at the Mission of the Guardian Angel and then abandoned it.

It was at this time, shortly after the turn of the eighteenth century, that the Foxes and the Iroquois angry because the French had armed their neighbors, the Sioux,

and fearful of the growing conquest of the French, drove the Miamis from Chicagoland and closed the Chicago highway from Canada to the Mississippi. The missions along the Illinois River had to be abandoned. Indians and French moved farther south.

There must have been some traders who passed through or stayed for a time at Chicago in the next years. The first one for whom there is any record to speak of was a trader, Gaury, or Guillory as his name is sometimes recorded. He probably had his trading post along the north branch of the river about 1778, but positive proof has not been found.

Shortly after this in 1779 we hear of the man whom we can definitely call the first permanent settler of Chicago, Jean Baptiste Point du Sable. For many years we have been accustomed to think of du Sable as a free Negro from Santo Domingo; he is so called on a tablet at the Chicago Historical Society. Milo M. Quaife, an authority on this early period, presents a record that gives a very different picture. Mr. Quaife traces the very old French family of Dandonneau to Three Rivers, Canada. The family became prominent and the title of *Sieur du Sable* was added to its name. From this time on the two names are used separately and interchangeably. Mr. Quaife feels that in all probability Jean Baptiste Point du Sable was on his father's side one of the French-Canadian *du Sables* and that his mother was probably a negro slave.

Some authorities list du Sable as being in Chicago in 1779; others place him here in 1782; some feel there is no positive proof of his continued stay here until 1784. We are sure that he was in Michigan City because existing business records of 1779 make it evident. We are certain

that because of difficulties during the Revolution he was at Mackinac and near Detroit at least part of the time. From 1784 until 1800 there is plentiful evidence that du Sable, his Indian wife Catherine, their daughter Suzanne, and their son Jean Baptiste, lived on the banks of the Chicago River. In 1800 du Sable decided to move to Peoria with his family. He sold his home to Le Mai. Du Sable is described in historical records as a man of education. Proof is available that he was trusted and respected by men of importance in business and government. He certainly was a man of industry and ability because the bill of sale for his property listed: a home 22 feet by 40 feet, an unusual size for a wilderness; two barns; a poultry house; a horse mill; a dairy; a bakehouse; a smokehouse; and a workshop. The equipment was no less amazing including as it did a plow, several carts, eight axes, saws, and a number of scythes. The place was well stocked with a quantity of hens, twenty-eight hogs, thirty head of cattle, and two mules. Carpenter's tools listed tend to show that he made his own lumber for his buildings. Even the furnishings of the house show the quality of the man: copper kettles and a French walnut cabinet of expert workmanship. From the extent of du Sable's property it is evident that there must have been others living here who worked for him.

Joseph Le Mai, who purchased the du Sable home in 1800, was a trader from St. Joseph. He is first heard of in Chicago in 1796. This was the year that, according to one way of looking at it, the Revolutionary War really ended. The Treaty of Paris in 1783 had ceded land west to the Mississippi and north to the shores of the Great Lakes to the young American nation. The British did not

immediately evacuate the strong forts that they held, and the Indians did not like the idea that we owned their land. American and Indian fighting went on until 1795 when General Wayne concluded the Treaty of Greenville with the Indians. The question of British evacuation of the forts was settled in 1794 by John Jay in a treaty with Britain in which they agreed to leave the forts by June, 1796. Thus it was 1796 before some of the Revolutionary War peace terms were more than words on a piece of paper.

Chicago owes a great deal to General Anthony Wayne because when he negotiated the Treaty of Greenville he insisted that a six mile square at Chicago become American property for a fort. That six miles is the heart of Chicago today and its value beyond estimate. Wayne desired it not so much because he realized its future importance, but because he knew it was essential on the important Lake Michigan-Illinois River-Mississippi highway.

Words and Terms You Should Understand

glacier
hinterland
fabulous
raiment
profusion
convert

portage
hospitality
negotiations
friction
heritage

abandoned
interchangeably
workmanship
evacuation
intercession



From this time on rumors of a fort to be built at Chicago began to circulate. It was in March, 1803 that Colonel Hamtramck of the Detroit fort was instructed to take certain steps necessary for the building of a fort at Chicago. Settlers were beginning to move west and protection from the Indians was deemed necessary. He sent a Captain John Whistler, grandfather of the famous painter James A. McNeill Whistler, with six men to make observations of the road to the new fort-to-be. Colonel Hamtramck died at this time and Major Pike, father of the famous explorer, was placed in command at Detroit. Upon Captain Whistler's recommendation, a company of men with light equipment set out overland for the site of the new fort. Captain Whistler and his family, including his son, Lieutenant William Whistler, traveled by way of the lakes in a small vessel, taking with them heavy tools, needed for the building of the fort, and equipment including two heavy guns. Captain Whistler joined his men at St. Joseph and crossed the lake in one of the small boats. The site selected for the fort was near the North Michigan Boulevard Bridge of today. There was no Chicago harbor. A sand bar cut off the river from the lake and as a consequence made the river stagnant: From mid-August of 1803 until far into 1804 the men labored to build the fort. It was not easy work at best; and the lack of proper tools, the shortage of clothing, and, according to some accounts, the scarcity of animals for the heavy hauling made progress on the fort slow.

When it was completed, it was said to be as fine a fort as any ever constructed. The Secretary of War, Henry Dearborn, for whom the fort was named, could be happy about his namesake. Fort Dearborn was a trim fort with



a fine garrison of men, most of whom stayed with Captain Whistler for the seven years that he was here, re-enlisting when their period of service was finished.

When it was definitely known that work on the fort was to begin, many men who had hesitated to have their families brave the Indian perils ventured into Chicagoland. In 1803 John Kinzie, an Indian trader, who had been associated with dealings in Detroit and St. Joseph, bought the du Sable holdings from Joseph Le Mai or La Lime as he is often called. Kinzie returned to Detroit to get his wife, Eleanor, and his family. They arrived in Chicago about May of 1804. Here they continued to live for the rest of their lives except for four years following the massacre. La Lime stayed on and became the Indian interpreter for government Indian Department. The Lees, the Burns, and many others clustered around the fort or located not more than a few miles away.

Kinzie was a silversmith as well as an active Indian trader. He operated as a partner of Thomas Forsyth, his half brother, who located in Peoria. Kinzie through his activities with the Indians became one of their friends. This was to serve him well during the massacre. Because of the size of his holdings and the extent of his business, he became a leading figure in early Chicago. Kinzie was married twice and children by both marriages became important in Chicago history.

It was the accepted practice of Indian traders to give the Indians liquor in exchange for fur pelts. Kinzie, along with others, engaged in this practice. At the same time this was actually forbidden by the government because of attacks on settlements by drink-crazed Indians. Captain Whistler, in attempting to enforce the government ruling,

finally got into difficulty with Kinzie and other Indian traders of the area. As a result Whistler and his officers were sent to other forts in 1810 to avoid bad feeling. This did not settle the matter. By the time of the massacre the same difficulty had arisen between the new officer in charge, Captain Nathan Heald, and the Indian traders.

The fort itself with its two-story barracks for the men, its two blockhouses, its storehouse, and the brickhouse for munitions, was built four square around a quadrangle. The whole was enclosed by a double palisade. Captain Whistler did not stop at building a sturdy fort. The surrounding land was so cleared, except for some of the settlers' cabins on the north, that he felt an attack from ambush by the Indians was impossible. It is not surprising that a man so capable should have many of the members of his family well known in history.

When in 1810 Captain Whistler was transferred to the fort at Detroit, fortune was smiling upon him whether he recognized the fact or not. It was the fate of his successor, Captain Heald, to be in one of the most tragic events of the War of 1812 because he was in charge of Fort Dearborn.

In Europe there had been a period of conflicts beginning with the French Revolution. From the time of Washington's term as president through Jefferson's term we had made one attempt after another to keep out of European troubles. Eventually we became entangled so that our participation could not be avoided. We were to find ourselves in a similar situation in the first World War and in the second World War. When major countries of the world are involved in warfare, commerce upon the high seas and in the air is affected. Today, we realize that

directly or indirectly this affects all of us. What we readily perceive to be true today was not so evident in 1812. The fact remains that our every attempt at pacification even to Jefferson's Embargo and then the Non-Intercourse Acts failed; and June 18, 1812, Congress, under President Madison, declared war upon England.

Fighting immediately broke out in the Northwest. The successful, surprise landing of the British on the Island of Mackinac July 18, 1812, while the American soldiers slept unaware that war had even been declared, was greatly responsible for the horrible end of the first Fort Dearborn.

Early in April the Chicago settlers had their first warning. Lee, a settler who lived with his family near the fort, had a farm several miles distant operated for him by a Liberty White. When some Indians stopped at the farm on the night of April sixth, four people were there: White, Cardin a Frenchman, a soldier from the fort, and a boy who was probably Lee's son. The soldier and boy thought the Indians were acting in a very strange manner and managed to get out of the house. Once out they headed for the fort as fast as they could go. They stopped just long enough to warn the Burns family who lived some distance from the fort to flee for safety. When soldiers visited the Lee farm the next morning, they found the dead bodies of White and Cardin.

From this time on until the final hour of destruction in August the inhabitants of Chicago kept close to the fort. Small groups of unfriendly savages were never far away. Residents of Chicago were armed by Captain Heald and acted as our first volunteer military group. Indians kept gathering in increasing numbers around the fort.

General Hull at Detroit, in command of the North-

west, heard of the plight of the fort at Mackinac. He decided Fort Dearborn must be evacuated and sent instructions to that effect to Captain Heald. In Heald's orders, which he received August ninth, he was told not only to evacuate the fort but to destroy all surplus guns and ammunition, and to give the goods from the government trading post to the Indians in need. The only ray of hope in the entire preparation for the march from the fort was the arrival of Captain William Wells and thirty of his Miami warriors. Wells had been ordered from Fort Wayne to give help to Heald. Captain Wells had been captured and reared by the Indians. He was respected by both Indians and whites. His knowledge of the Indians was such that if any man could have helped the doomed fort it was he.

Heald and Wells met in council with the Indians and offered them the goods from the government's stores in return for their protection during the march from the fort. Neither man approved of the evacuation orders, but they were orders and as such had to be obeyed. On the fourteenth of August, 1812, in accordance with their promises, they gave out the government goods. The two things the Indians wanted most were to be destroyed as they had to be. To give them liquor could have meant horrors untold, and to give surplus arms and ammunition to them would have been to make death a certainty.

That night, when all was in readiness for departure in the morning, Black Partridge, a chief of the Potawatomi, came to the fort. He gave his medal that he had received for his friendship to the whites to Heald. He felt that he could not keep it because some of the young warriors were determined to attack the whites, and he was not able to

stop them. Black Partridge said that he had heard the linden birds singing in his ears. This message always meant a great calamity.

By this time with their surplus food, arms, and ammunition gone there was no way to change their plans. It must have been a very quiet, last preparation. On the hot, still morning there could have been no hustle or bustle, no laughter or joking that usually attends a departure. The sense of impending doom must have lain close to the hearts of each of them — from the least among them to the man who had to take the responsibility for the march, Captain Heald. Except for Captain Heald, who was in his middle thirties, and Captain Wells, the rest of the officers in charge were very young. Mrs. Heald was only twenty-two; and Lieutenant Helm's wife, only eighteen.

With some on horseback, some walking, most of the children in one of the two wagons at the rear, they started out. Moving along the beach with the column, as escort for a short distance, were some Potawatomi. Suddenly they disappeared behind sand hills. The caravan had gone but a mile and a half when Captain Wells came riding back to signal that they were ambushed. On one side was the lake and on the other, behind every sand ridge, were Indians. The fighting was on and tragedy was in full reign.

The children in the wagon were all tomahawked but one. Mrs. Heald was saved only because Black Partridge took her out to the lake and submerged her up to her head. Mrs. Helm fought her attackers savagely, was wounded a half dozen times, and was taken captive. Captain Wells was killed; his heart was removed and eaten by Indians who hoped thus to gain his bravery. The Miamis who had come with him from Fort Wayne de-

sented at the beginning of the battle. Mrs. Kinzie had started out ahead with her children to go to St. Joseph. They were traveling separate from the fort occupants in the care of servants and friendly Indians. From their position ahead at the mouth of the river they witnessed the fearful scene. They themselves were spared because of Kinzie's friendship and trading relations with the Indians. John Kinzie was untouched for the same reason. Finally Captain Heald and the few men left rode up on one of the ridges. The destruction was awful to see. Of the fifty-five regulars half of his forces lay dead. The men remaining wanted to fight on even though it meant certain death. There were a few women and children left alive and Captain Heald felt he must surrender to save the survivors if possible. He held out until the Indian chief who was spokesman promised not to kill those who remained. The prisoners, forty-three of the ninety-six who had so bravely left the fort a few hours earlier, were marched back to the Indian encampment near the fort.

The Indian chief was unable to hold his warriors, who had become drunk on the sight of blood, to his promise. They killed some of the captives and tortured others. The remainder were taken as servants by the Indians when they returned to their homes. The day after the massacre, before the Indians left they burned Fort Dearborn to the ground; only the brick powderhouse resisted the fire.

Some of the survivors of the massacre died from hunger or cold on the trails back to the Indian villages. A few finally found their way back to their old homes in the East or the South.

The Kinzies were back at their home a few hours after the massacre. Mrs. Helm, who had been saved by Black

Partridge and was Mrs. Kinzie's daughter, was brought to the Kinzie home after some terrifying experiences at the Indian camp. Several days later, when most of the Indians had left, an unfriendly tribe strange to the neighborhood came to share the plunder. The Kinzies were only saved by the appearance of the half-breed Billy Caldwell of whom we hear again later in Chicago's story. Lieutenant Helm was ransomed from the Indians near Peoria by Thomas Forsyth, Kinzie's half-brother and partner. Captain Heald and his wife, who were captives, were helped by an Indian chief, Robinson, to get to Mackinac. Three hundred miles they traveled in an open canoe and after many hardships finally reached Mrs. Heald's home in Louisville. The Kinzies moved to Detroit, their former home, where they stayed until Fort Dearborn was rebuilt. Lieutenant Helm and his wife were reunited the following year at his home in New York. The story of the massacre is one of utter tragedy and extreme bravery.

In the intervening four years before the fort was rebuilt in 1816, French traders and Indians came and went. While the war with England continued, the wilderness that had been the Fort Dearborn settlement was under control of the British. When the Treaty of Ghent was signed at the conclusion of the war, the old boundaries as of 1811 were once more set up. There was this difference: they were more precisely defined than before, which made for fewer difficulties.

In 1816 it was decided at Washington that to encourage settlement of the Northwest, a number of forts should be built for the safety of pioneers and for the establishment of a firm control over the territory. Among the forts to be built or rebuilt was the old Fort Dearborn.

Two companies of soldiers arrived appropriately enough on July 4, 1816. They found the brick magazine house but little else. They had more men and better equipment than the first builders and work progressed well. The Kinzies came back in the autumn. With Tecumseh, the leader of the Indian conspiracy dead, with the knowledge that they had been thoroughly defeated in the war, the Indians were not the threat to the white man they once had been. Little by little, as people came at first by ones or twos, the primeval wilderness was pushed back.

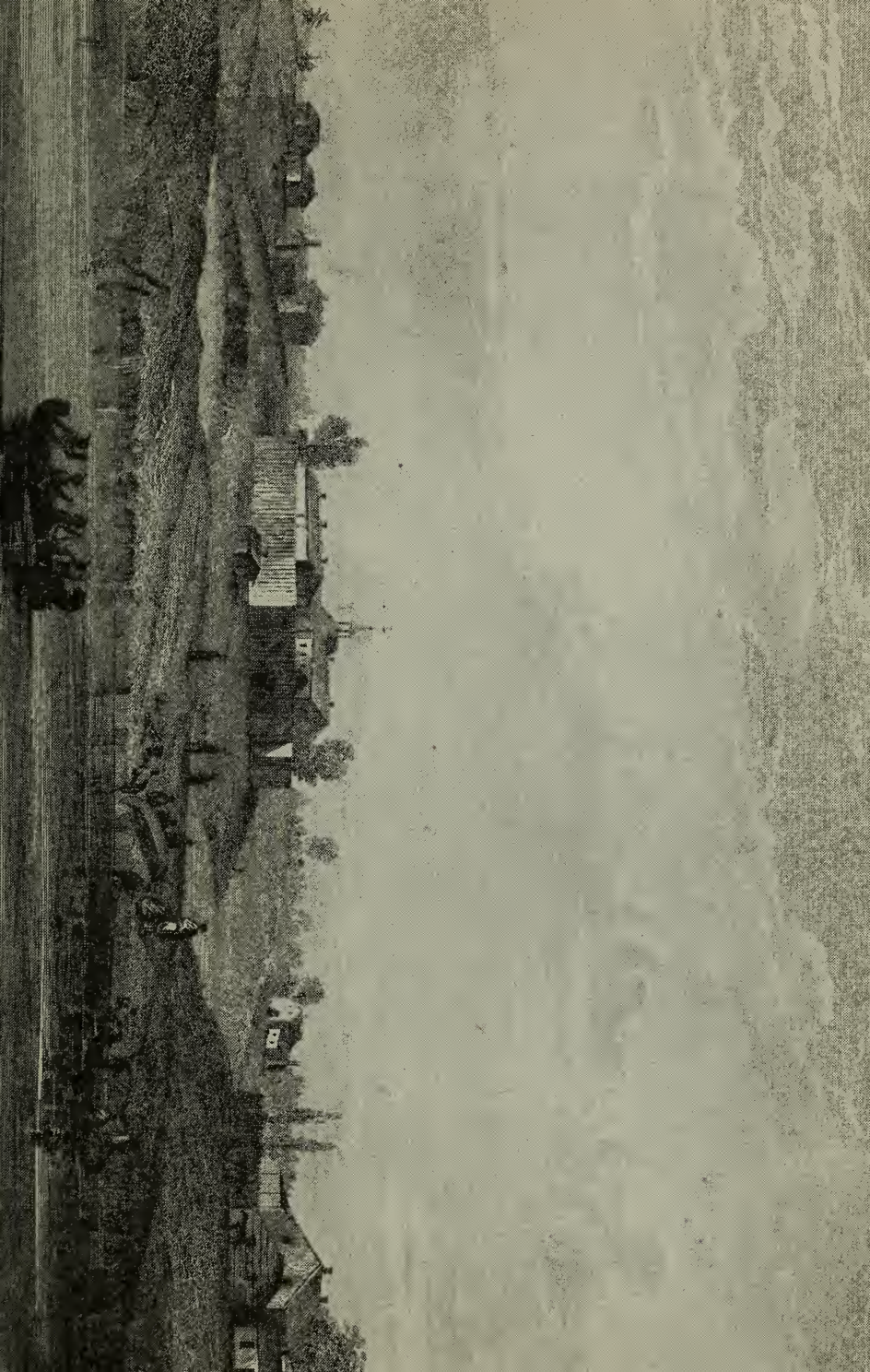
From 1787 when the Northwest Territory had been created until 1818 when Illinois was admitted as a state, the legal government of the Chicagoland area had changed status many times. The only reason that Chicago was in Illinois and not in Wisconsin, was that Nathaniel Pope had successfully pleaded with Congress to have the proposed northern Illinois boundary extend fifty-one miles farther north than originally planned. Thus we live in Chicago, Illinois, instead of Chicago, Wisconsin. It was in 1818, too, that we first hear of Gurdon S. Hubbard passing through Chicago as a young fur trader, a man who was to leave his mark on Chicago. The fort was here at that time; the Kinzies; Charles Jouett, the Indian factor; the colorful Jean Baptiste Beaubien; Ouilmette, the half-breed for whom Wilmette is named, had never left; there were not many others. The center of interest in Illinois was down south in the state, at Vandalia and Kaskaskia.

Life moved along pleasantly enough with an occasional change in the Indian factor in charge of the government trading post, and with an occasional party at the fort. Major Baker was relieved by Colonel McNeil in 1821, the

year after the Missouri Compromise. Periodically swarms of Indians came to receive the payments due them from the government according to previous treaties, and for a while Chicago would teem with life.

In 1823 it had been peaceful so long that the War Department decided a garrison was not needed at Fort Dearborn, and it was evacuated. Two years after this, in 1825, the Erie Canal was finished. This first step toward an internal water highway of national concern and importance was to be a link between the east and west and would change the trend of Chicago's history. At the end of two years, the same year that the Winnebago War scare brought soldiers once again to Fort Dearborn, Congress assigned alternate sections of land along the proposed course of the Illinois-Michigan Canal to help pay for its construction. In 1829 the state legislature appointed a three-man commission to survey the land. The commission was responsible for laying out the cities of Ottawa and Chicago at the two ends of the route.

The same commission came to Chicago to lay out the land into lots for sale. Section nine was designated by Congress to be sold for financial help for the work on the canal. It included Halsted Street to State Street and Chicago Avenue to Madison Street. The lack of interest in the lots when they were offered for sale is evident when we read of the prices. The survey had been completed and recorded on August 4, 1830, and shortly thereafter an auction was held. Most of the purchasers were people who had been living here as squatters and who now gained legal title to their land. There were not many of these; a map of 1830 shows only twelve houses. The price of the lots ranged from ten to thirty dollars each. Those same



lots today represent untold wealth. There was no excitement then.

What was Chicago? A handful of log cabins, an untamed wilderness. It was small wonder that Robert Kinzie, after recording one hundred and two acres, just laughed when his mother thought he should have recorded fifty-eight more. He asked her what they would do with fifty-eight more when they already had more land than they could possibly need or know what to do with. Those fifty-eight acres would have included part of the land on which the Merchandise Mart stands.

When we remember how long it was since Marquette and Jolliet had first trod on the soil of this wind-swept land and when we think of the march of events in the East during this same time, it does not seem possible that the dynamic Chicago we know could ever have been so slow in growing.

During the 1820's the East had seen great changes. James Monroe was president when the decade opened; we had an "Era of Good Feeling"; party lines had disappeared temporarily, although the Missouri Compromise was ominous of dread things to come. Andrew Jackson, "Old Hickory," had just settled the difficulties with the Seminoles in Florida, and we had completed our eastern seaboard boundaries by acquiring Florida from Spain. We let the world know we had reached maturity when we announced our policy in the Monroe Doctrine. Manufacturing was becoming firmly established under Clay's "American System" that was later to breed trouble. Along the coast from the Atlantic to the Appalachians were fine cities. Beyond the Appalachians as far as the Mississippi were outposts of this civilization. Some of these were

thriving towns such as New Orleans, St. Louis, and Detroit. Others, like Kaskaskia and Vincennes, were small but growing. Some were little more than trading posts. Chicago, known to fur traders and missionaries for over a century and a half, was little more than land with a name. Its only claim to fame was the intermittently occupied Fort Dearborn.

The city did have a few things of note happen in the Twenties aside from the surveying by the canal commission. Mark Beaubien, Jean Baptiste's brother, established "Eagle Exchange," the first hotel in Chicago, at Randolph and Market Streets. The first election in Chicago of a governor of Illinois (and the first congressional election) was held in the home of Dr. Wolcott, the Indian agent and resident physician. A ferry was established at Lake Street. Some education was offered in private schools. Gurdon Hubbard rode to Danville for aid for the Chicago settlement during the Winnebago scare.

As the thirties opened with the quiet sale of Chicago lots, there was little to help foretell the great changes that were soon to come. Probably one of the events that got things started was the setting up of Cook County and the naming of Chicago as its county seat. The residents soon knew that they owned land because they were taxed by the County Commissioners. There were taxes on town lots and carriages, on horses, mules, and cattle, and strange as it seems, there were taxes on watches, "their appurtenances," and on clocks.

In 1831 Mark Beaubien opened a new hotel, the "Sauganash." It was named for Billy Caldwell, the half-breed Potawatomi chief, who had been important in this section for a long time. "Sauganash" meant Englishman or white

man. The Sauganash was a great improvement over the "Eagle Exchange." Some idea of what it was like may be obtained from descriptions of it by visitors of that time. It was a white frame building with blue shutters at Lake and Market Streets. There were few beds, and a man was lucky to get space on the floor in the corner of a tiny room — there to share a blanket with others. It cost twelve and a half cents for a night's lodging and twenty-five cents for a meal. For years the Sauganash was a center for discussion of city problems, and many the night the early citizens danced around the huge fireplace in the big front room while their genial host, Mark Beaubien, fiddled. It was in this same Sauganash that the early theatrical companies gave their first performances for the people of Chicago.

The County Commissioners laid out highways. One of the first was State Street and Archer Avenue to the house of "Widow Brown on Hickory Creek." Another highway followed along Madison Street and Ogden Avenue to Riverside. We were just beginning to feel the effects of the use of the Erie Canal as an aid to travel, and a few pioneers were coming from the east to settle beyond Chicago. This was soon to spur the growth of our settlement because no city can be great without people who are producing in a rich hinterland. If Chicago was to become a great commercial metropolis, as General Anthony told Washington, it had to have something to sell.

1832 brought the last of the Indian Wars that affected Chicago. It also brought an epidemic of cholera. Black Hawk was the leader of a part of the Sacs. He was very bitter toward the white man because he felt that the Indians' land had been taken from them unfairly, and that

treaties had been forced upon them. Black Hawk and his people had stayed east of the Mississippi in defiance of the treaty agreement. When his tribe returned from their usual summer hunt in 1831, they found their crops and cabins seized by the whites who claimed the land according to treaty. The following winter was a poor one for trapping; by the spring of 1832 Black Hawk's people were without food or credit.

Black Hawk tried to get the support of the British and of friendly Indians. He was falsely led to believe by one of his trusted men that support was forthcoming. He then went west and appealed to the rest of the Sacs under Keokuk to join with him in a war to avenge their wrongs and to regain their rights. Keokuk realized the futility of such a war and influenced his tribe to remain at peace. He proved to Black Hawk that his hope of a British or of an Indian conspiracy was without foundation. Whether urged by the desire to save his pride or by his need for food, Black Hawk crossed the Mississippi into Illinois in April with his entire tribe — men, women, and children — thus violating the treaty.

Governor Reynolds proclaimed the state invaded. He called upon the militia to stop the invaders. What the final outcome would have been is difficult to say. One captain of a militia company maintained that Black Hawk's people were only intending to spend the summer with some friendly Indians. Others asserted that Black Hawk's group was heading up the Rock River toward the Winnebago country to seek aid. At any rate early in May, Major Stillman with his men and Black Hawk with his group were encamped close to the present city of Rockford.

In an attempt to communicate with the soldiers Black

Hawk sent a few warriors with a flag of truce. As they neared camp they were sighted. Some of Stillman's men mounted without being so ordered and rode toward the Indians. The soldiers killed two of the warriors and captured two, but the others bearing the news managed to escape back to Black Hawk. Reprisal was swift. The Indians were fewer in number and less well armed, but they attacked in such force that Stillman's men scattered before them. The soldiers who had caused the trouble were mustered out of service, but the damage had been done.

As was the way with Indians they broke up into small groups leaving death and destruction in the wake of raids on settlers. General Scott was ordered by the War Department to assemble the men garrisoned along the Great Lakes and to prosecute the war against the Indians. A regiment of Michigan militia marched to aid the Fort Dearborn settlement where by this time people from round about were gathering. Abraham Lincoln, a grocer's clerk at New Salem, enlisted a Volunteer militia company.

General Scott, who had thought himself fortunate in persuading the steamboat company to make its first trip to Chicago carrying his soldiers, ran into great difficulty. Asiatic cholera struck one of his men, and soon a full-fledged epidemic was in progress. Instead of four ships starting out from Detroit, the men of only one were able to travel. General Scott arrived in Chicago July 10 with his one shipload of men, the victims of death and sickness. Fort Dearborn was immediately turned into a hospital. Because of the sand bar across the river Chicago as yet had no harbor, and the first steamboat to come here had to anchor in the lake. The men were transferred by small

boats to the shore. By the end of the month great numbers had died and had to be buried in a common grave. The people who had crowded into Chicago in fear of the Indians now fled Chicago in fear of the cholera. Another steamer loaded with troops and three ships loaded with badly needed supplies, arrived and eased conditions.

General Scott started for the scene of warfare with the men of his staff. Colonel Eustis was to follow by August 3 with those of the men fit for combat. Their journey was slow, and they had to halt for a week because of another outbreak of cholera. While they were camped, word came that Black Hawk and his people had been badly beaten at the mouth of the Bad Axe River in Wisconsin. The Black Hawk War was over before Scott's men reached it.

From this time on the fear of Indian attack was small. The soldiers who had visited the beautiful country of northern Illinois and southern Wisconsin proved to be excellent press agents when they returned home. The tide of emigration to Chicago was not far off.

During the war the first packing house had been built in Chicago. Beef was 2-3/4 cents a pound and pork 3 cents a pound. In Virginia, Cyrus McCormick was trying out his first plow. Andrew Jackson was re-elected president in November. He asserted that the federal government had supremacy over a state when South Carolina threatened to secede from the Union because of high tariffs. William Lloyd Garrison had been publishing the "Liberator" for a year, and Boston had become the center of the Abolitionist Movement. It was not long before Texas declared its independence from Mexico and trouble brewed.

Words and Terms You Should Understand

rumors
sand bar
Indian factor
ventured
garrison
quadrangle
palisade
ambush

calamity
tomahawked
submerged
massacre
conspiracy
primeval wilderness
designated
squatters

intermittently
epidemic
cholera
futility
militia
reprisal
mustered out of
service



Spring in 1833 marked the end of an era in Chicago. Only a little longer would the wolves howl in Chicago. Indians would soon cease to dive from the floating log bridge at Lake Street; they would no longer gather in colorful groups for their annuities. In March Congress appropriated \$25,000 for a harbor at Chicago. Early in July army engineers began work cutting through the sand bar to the lake. The floods of the next spring finished the channel, and only the erection of piers had to be completed. At last shipping would have a safe place for anchorage at the foot of Lake Michigan.

While work was going forward on the cutting of the channel, other events followed in quick succession. Chicago was incorporated as a town on August 5, 1833. At its first election for town officials twenty-eight citizens voted; thirteen of them offered themselves as candidates for office. There were about a hundred and fifty people in Chicago at this time, but some of them were so newly arrived that they were not eligible to vote, and some of them were women and children. Thomas Owen was chosen president of the first board of trustees. Elisa Chappel taught the first public school on South Water Street in September.

The first post office was established on South Water Street in a dry-goods store, although Chicago had had a postmaster since 1832. Mail boxes were old boots nailed on the wall. It cost 25 cents to send a letter on one sheet of paper. Thrifty people who had more news than they could write on one piece of paper turned the sheet and wrote crosswise. At a postage rate of 25 cents people could not afford to send mail very often. If the writers had not exhausted the family gossip after writing crosswise,

they wrote in milk. This would be legible as brown writing to the reader when the letter was held close to the heat of a candle flame or a fireplace. The receiving or the sending of a letter was a real event. At first mail was carried on horseback, then by wagon, and later by stagecoach.

Emigrants had come by oxen, by horseback, by water, and on foot. Almost daily Chicago's population was growing. In September Indians began to gather for the council that had been called to make what would be their last treaty here. Soon they would sign away all remaining claims to land east of the Mississippi. They came not because of desire on their part, but because the fate of Black Hawk had taught them a lesson they could not forget or ignore.

From forest and prairie, from far and near came the Chippewas, the Ottawas, and the Potawatomi. Warriors, squaws and papooses, ponies, and dogs came to join the great powwow. Several thousand Indians were gathered about the village and along the lake shore. Tents made of blankets or of coarse canvas dotted the landscape. Ponies browsed and roamed in every direction.

At the opening council the Commissioner from Washington told the chiefs that the Great White Father in Washington had heard they wished to sell their land. The Indians replied that their Great White Father must have seen a bad bird who had told him a lie; far from wishing to sell their land, they wished to keep it. The commissioner replied that nevertheless, as they had come together for a council, they must take the matter into consideration. The wishes and plans of the Great White Father were explained to the chiefs. All remaining land between Lake Michigan and the Mississippi was to be ceded, and within

three years all tribes were to be moved west of the Mississippi. The government was to transport them to their new home, pay for their support for a year, and spend about a million dollars for the benefit of the Indians.

The chiefs listened respectfully, glanced up at the sky, saw clouds there, and decided it was a bad day to make a decision. All expenses of the tribe during the treaty-making were paid by the government so there was no need to hurry in making the only decision they knew they could make. Charles Latrobe, an Englishman visiting here, described the treaty-making in a book, *The Rambler in North America*. He gives a detailed account of the negotiations, including the feasting, gambling, and racing that went on while the saddened chiefs took their time. "Far and wide, the grassy prairie teemed with figures, warriors mounted or on foot, squaws, and horses. Here a race between three or four Indian ponies, each carrying a double rider, whooping and yelling like fiends. There a solitary horseman with a long spear, turbaned like an Arab scouring along at full speed; groups of hobbled horses; Indian dogs and children; or a grave conclave of grey chiefs seated on the grass in consultation."

When the treaty was finally signed Latrobe says, "The relative positions of the Commissioner and the Whites before the council fire, and that of the Red Children of the forest and prairie, were to me strikingly impressive. The glorious light of the setting sun, streaming in under the low roof of the council-house, fell full on the countenances of the former as they faced the west, while the pale light of the east hardly lighted up the dark and painted lineaments of the poor Red Men, whose souls evidently clung to their birthright. Even though convinced of the

necessity of their removal, my heart bled for them in their desolation and decline." On September 26, 1833, the treaty was signed. Slowly the Indians left the scene of their tragedy to go to their homes for the brief time left them before they must leave forever.

In October, Colonel Hamilton, Commissioner of School Lands, received a petition signed by the principal citizens of the town requesting the sale of the section of land allotted to the schools. The land from Madison Street to Twelfth Street and from State Street to Halsted Street, which comprised the school section, was divided into one hundred and forty-four lots. All but four were sold. The proceeds amounted to approximately \$38,600 or about \$6.72 an acre. If the property had been rented instead, it has been estimated that the income today would completely pay for Chicago's educational system and provide a large income for the city besides. It is little wonder that the men of that day did not realize what they were doing when we remember that timber had only been cleared as far south as Madison Street, and that bears were shot in the streets. For some years later, moonlight wolf hunting was a sport enjoyed by the residents.

Henry Hamilton in his *Epic of Chicago* describes Chicago of 1833 as "a town of about two hundred fifty inhabitants. It comprised six lawyers, eight physicians, four taverns or hotels, and several boarding houses where transients were fed and lodged, if they were not particular who were assigned to sleep with them either in the same bed or on the floor. In addition to these, there was a fair assortment of druggists, merchants, butchers and artisans of various kinds; also a liberal number of adventurers and speculators who could scarcely be classed as residents.

"Many of the emigrants who came in covered wagons lived in them, or in rude camps, doing their cooking in the open air. All about the outskirts of the settlement was a ring of these prairie schooners with horses tethered on the prairie, children playing in the dirt, and busy housewives bustling about the campfires. The village itself was strung along the south side of the river on the line of what is now Wacker Drive extending westerly to the forks of the river. There were no bridges across the main stream, but a rude log bridge across the south branch near Randolph Street, over which teams could pass.

"Judged by present day standards, Chicago presented a miserable appearance although, if judged by the character of its citizenry, it would rank high."

Before the end of this important year in Chicago's history John Calhoun from New York started the first newspaper, a weekly, "The Chicago Democrat." Both a Catholic and a Baptist church were organized in 1833. The famous Tremont House, that eventually established a reputation as the finest hotel in the West, began its existence at Lake and Dearborn. Duck hunting from its steps was one of the pastimes. The first beef was shipped east by boat by Newberry and Dole during this first year of Chicago's legal existence. The young giant, Chicago, was awakening.

A well was dug on the north side in 1834. This was the city's first waterworks. It cost \$97.50. Mail time was cut to seven and a half days between New York and Chicago. South Water Street had been the one and only street, but Lake Street now became the center of activity. Gurdon Hubbard became a resident of Chicago and bought jointly with two other men an 80-acre tract of

land between Kinzie and Chicago Avenues for \$5,000. Flimsy wooden houses were being slapped together everywhere. People continued to come in a steady stream. Hubbard knew that land was booming, but not until the next year, 1835, when he visited New York, did he realize the mad speculating in Chicago real estate going on among the people of the East. He sold half of the tract that he had purchased for \$80,000. It was that same year that brought William B. Ogden to Chicago. He came to "get rid of" a foolish purchase of land that had cost his brother-in-law \$100,000. When but a part of the land had cleared \$100,000 at auction, Ogden signaled to the auctioneer to stop the sales. From that moment Ogden was one of the greatest believers in Chicago's future. Charles Butler, visiting here from New York, saw that Chicago's hinterland and position were destined to make Chicago the "commercial center of the United States."

And now dawns the moment of leave-taking of the Indians. During the summer of 1835 the Indians assembled for their last annuity and to prepare for their final migration. They must have been sad of heart as well as bitter. The traditional home of their ancestors would know them no more. They would hunt and plant in a land unknown to them, in a land of few trees, in a land of Indians who might be hostile to them. Their sun had set no more to rise. It is not strange that their farewell was a last fierce dance of defiance, a dance of hatred, a dance of tragedy. Lawyer John D. Caton of Chicago, who later became a chief justice of Illinois, looked out from his window at Lake and Market Streets and watched the gathering momentum of the dance. He heard tom-toms, war whoops, blood curdling screams. Some years later he

described in detail what he had witnessed:

"Their eyes were wild and bloodshot; their countenances had assumed an expression of all the worst passions which can find a place in the breast of a savage; fierce anger, terrible hate, dire revenge, remorseless cruelty, all were expressed in their terrible features. Their muscles stood out in great hard knots, wrought to a tension which must burst them. Their tomahawks and clubs were thrown and brandished about in every direction with the most horrible ferocity, and with a force and energy which could only result from the highest excitement, and with every step and every gesture they uttered the most frightful yells, in every imaginable key and note, though generally the highest and shrillest possible. The dance, which was ever continued, consisted of leaps and spasmodic steps, now forward and now back or sideways, with the whole body distorted into every imaginable unnatural position, most generally stooping forward, with the head and face thrown up, the back arched down, first one foot thrown forward and then withdrawn, and the other similarly thrust out, frequently squatting quite to the ground, and all with a movement almost as quick as lightning. Their weapons were brandished as if they would slay a thousand enemies at every blow, while the yells and screams they uttered were broken up and multiplied and rendered all the more hideous by a rapid clapping of the mouth with the hands."

It was the end of an era in Chicago; the beginning of a new and vastly different age. Never again would Chicago be merely land with a name; never again would years slip sleepily from one to another. The sea gulls would soon roost in skyscrapers. The wheels of industry would grind loud and continuously. The dynamic giant

that is Chicago was about to awaken and step out in giant-size strides.

Hubbard got the legislature to pass a bill for the digging of the long proposed canal to the Des Plaines. He built a river warehouse and packing plant. It was so large that people called it "Hubbard's Folly," but it was soon crammed to capacity with 5,000 slaughtered hogs. He established a shipping line to take meat and grain east. Some British and American warships had been sunk in the lakes during the War of 1812. He bought them, had them raised, and this was the beginning of his "Eagle Line."

"Long John" Wentworth, one of Chicago's most picturesque figures, made his first appearance in Chicago in 1836. Within three days of his arrival he was editing the "Chicago Democrat," which he would own before long. He was such a huge man that Mother Murphy, at whose house he wished to board, charged him double after seeing him eat his first meal.

From the end of this year on there was no garrison stationed at Fort Dearborn. Ogden received a charter for the Galena and Union Railroad, Chicago's first. It was 1848, twelve years later, before the railroad had its first section completed.

Because of the Erie Canal the main body of newcomers were from the New England area or were immigrants from Europe. Instead of the core of our population being composed of southerners, as it probably would have been without the canal, it consists of diversified peoples. We began our corporate life as we are continuing it — in the midst of a diversity of religions, of nationalities, and of purposes, but with essential unity.

On March 4, 1837, inauguration day for the second term of Andrew Jackson's presidency, a greatly desired city charter was granted by the State of Illinois to the 4,170 people of Chicago. William B. Ogden, Democrat, was elected the first mayor, defeating Kinzie's son by a vote of two to one. Seven hundred nine votes were polled. The city was given an area of ten square miles in its charter — from Twenty-second Street to North Avenue and from the lake to Wood Street.

Jackson had blocked the renewal of the charter of the Second National Bank for a number of reasons the year before. Government money was no longer deposited in it, and the bank was forced to close. New state banks sprang up without adequate controls. Speculation in land was nation-wide; the state banks loaned money recklessly and issued paper money of little or no value. A bad financial panic resulted and with it the business troubles that mean hard times for everyone.

In Chicago because of the depression almost everyone began to raise enough food for his own family in a garden plot; and Chicago adopted the motto *Urbs in Horto*, the "City in a Garden." Although the gardens did not make the city beautiful overnight they did help. Chicago was a city of log houses — houses set on piles because the weight of the logs on the soft ground would have caused them to sink. Cellars were not even considered in building; a hole a few inches deep would immediately fill with water. The sale of land dropped to the vanishing point while the panic spread over the country. Because its prosperity had been largely due to great land speculation, Chicago was hard hit. Money almost ceased to exist. The gamblers left town, and some of the laboring men had to

leave. Waterworks were established by private funds at Michigan Avenue and Water Street. The water was piped by means of logs laid end to end with holes bored through them. The logs would rot and have to be replaced, but they served their purpose. C. D. Peacock opened a jewelry store. Chicago then as now depended largely upon her farming backlands for her livelihood, hence some of the most important occupations and products of modern Chicago had already begun to make their appearance. When the panic days looked blackest and the people wanted to repudiate the public debt the first mayor, Ogden, reminded them that the real wealth was in the soil.

By 1840 Chicago had pulled itself up by its bootstraps and was really moving forward rapidly. "The Chicago Democrat" became a daily paper. The "Weekly Tribune" made its appearance. Tremont House was rebuilt. Abolitionist groups began meeting here. Hogs were finally barred from running loose on the streets in 1843.

In rapid succession as Chicago pushed ahead came: a chair factory, a limestone quarry, iron, steel, and machinery; cattle yard; a tobacco factory; freight cars and passenger cars; farm implements made in quantity; an express service, the first telegraph message, plank roads and plank streets; gas light; a city hospital, county hospital, a marine hospital; an orphan home; public school No. 1, an academy, Rush Medical College, a law school; the lodges and singing societies; "The Chicago Tribune" and foreign language newspapers; the Chicago Title and Trust, the Chicago Board of Trade; the first theater building, the first municipal building; cholera, ice, floods, and bank panics.

Meanwhile the forties were eventful ones in the United States as a whole. In 1845 we accepted Texas into the Union as a State. We were soon embroiled in a war with Mexico which resulted in the Mexican cession of that vast tract of land that included Texas and much of our southwest. In 1846 we reached an agreement with England in regard to the Oregon-territory boundary. The forty-ninth parallel agreed upon then remains our American-Canadian border. In 1849 gold was discovered at Sutter's Mill in California. The mad rush of pioneers across the continent, soon made our boundaries stretch from "sea to shining sea." It had taken us about a hundred and fifty years to settle from the Atlantic to the Appalachians; in the next seventy we had gone as far as the Mississippi; in the next thirty we had reached the Pacific. We walked with small measured steps until we finally passed the first mountain barrier; we struck out with a long swinging stride to the Great Water; we then, figuratively, took an airplane and flew across the Rockies to settle by the broad expanse of the Pacific Ocean.

In 1847 during this exciting time, ten short years after the city's birth, Chicago's population numbered about 20,000. It was in this year that Chicago began to earn its reputation as a convention city. President Polk had vetoed the River and Harbor Bill that Chicago wanted passed. The bill would have meant a great deal toward the improvement of Chicago's transportation system and trade. A convention was called as a protest against the president's veto. Ten thousand dollars was appropriated by the City Council for the entertainment of guests. Twenty thousand visitors poured into the city thus doubling our population temporarily. Abraham Lincoln, a

newly elected Whig representative to Congress, addressed the convention. A resolution was passed that it was the duty of the government "to encourage and foster internal trade the same as foreign trade." Chicago's first convention became the best means of publicity that could possibly have been devised. Guests went home to speak of the Garden City in glowing terms. People continued to come to stay.

The Illinois-Michigan Canal opened in 1848. It did not assume the all-important place in Chicago life that had been expected because the first ten miles of the Galena and Union Railroad were completed between Chicago and Des Plaines the same year. It would be wrong to say that the canal did little. According to statements in an Illinois Writers' Project publication, in its best year 26,000 ships were cleared. This exceeded the combined total of the great seaports of New York, New Orleans, and San Francisco at that time.

The next decade was to be one of unparalleled transportation improvements. The Galena Railroad reached Freeport by 1853 and then the name was changed to the Chicago and North Western. The Rock Island Railroad was completed to that city by 1854. The Illinois Central extended to Cairo by 1856 and the Burlington Road to Quincy. In 1852 Chicago was joined to the East by two lines — the Michigan Central and the Michigan Southern.

In this period of tremendous growth, to the many natural advantages of Chicago had been added many man-made improvements: canals and channels, a fine harbor, bridges, railroads, and plank roads. Civic and cultural advantages had been contributed by man: a city council, a fire department, a police department, courts of law, a

health department, hospitals and a water service, parks, libraries, and schools. Three important problems remained: streets of mud, houses of wood, and the pollution of water.

In 1857 the first of these was seriously tackled. Up to now in the rainy season two to six feet of water could be encountered almost anywhere in Chicago except on the two ridges between the Des Plaines and the city. Chicago was built on a swamp. Except for the slight rise where Fort Dearborn had been built and where State and Madison Streets intersected, the part of Chicago that had developed was so low that there was no natural drain; water could not run off. It could not sink and be absorbed because it was at the same level as the lake. Each store proprietor built his own sidewalk. There were no city regulations, therefore stores and walks were built at different levels. Sidewalks were connected by steps, and when women went shopping they went up and down South Water Street not along it.

Citizens with a sense of humor put up signs near the deeper holes "Shortest route to China" or "Man disappeared here." One story is told of the pedestrian who was walking "up and down" along the sidewalks when he saw a man's head and hat above the mud in the street. "Can I help pull you out?" he asked. "Oh no," answered the man, "I'm on my horse; just give him time; he's pulled me out of worse holes than this."

Buildings were tilted on their foundations at crazy angles. The brick, four-story Tremont Hotel was "on its way to China." Ladies daintily trying to hold their skirts just above the mud would suddenly begin to sink in the dreadful, slimy ooze and have to be pulled out.

Plank roads and streets were tried without success. \$31,000 was spent in 1848-49 and various methods tried; all failed. The boards would rot in the mud, and water or one end of a board would rear up and slap the pedestrian. Stagnant water would collect under the walks. Cobblestones had been tried, but they were so heavy that they disappeared in the mire. Proud Chicago, powerful Chicago, was in danger of sinking into oblivion in its own ooze.

At last someone realized that slanting roads to a gutter in the center was a mistake. The streets must be raised. Wooden sewers were built along the edge of the streets; the streets were raised two or three feet and planked. In a short time the sewers filled, rotted, and became a menace to health. Once more efforts to lift Chicago above the mud had failed.

Twenty years after Chicago had become a city, our population had jumped from its original 4,000 to 93,000. More than three thousand miles of railroads had been laid, and a hundred trains arrived and left each day. The canal was doing its peaktime business, and the Chicago harbor was thronged with ships. Although most houses were of wood, the log cabins were gone. A number of fine brick and stone buildings had been built. There was as much traffic in Chicago as in New York or New Orleans, but wagons continued to sink to the hubs in mud, and people waded in it. The streets of Chicago were the laughing-stock of the nation and the despair of the city.

The City Council in December, 1855, adopted the plan of E. S. Chesborough, a civil engineer, for draining sewage into the river. Brick sewers were to be built of an adequate size to handle large volumes of water. They were to inter-

sect and to be built on top of the ground in the middle of each street. As the sewers became farther from the river, they were to be raised so that a slope would be maintained all the way to the water's edge. This plan meant raising the level of the streets from ten to fifteen feet in many places, but it would be a permanent solution to the mud.

A howl of protest went up from the merchants whose stores would have to be raised. But the plan was the first effective one that had been suggested, and they knew it. It was ten years before all the streets were finished, and in the interim Chicago presented an odd appearance to visitors. Dirt to raise the streets was excavated from the Chicago River which needed widening and deepening. Some of the river bends were removed and its course straightened. Two purposes were thus accomplished by the undertaking.

Some home owners built new doors in the second story of their buildings or had stairs built down to the entrance from the new level of the street. Some people raised their houses which made the ones at the old level look odd. It is in this connection that we first hear of George M. Pullman. The four-story skyscraper of the day, the Tremont Hotel, was in a bad situation. Ira and James Couch, who ran it, had built stairs down to the ground floor. Who wanted to eat in a cellar? Pullman offered to raise the hotel without disturbing business in any way, without breaking a single pane of glass; he did just that! He used heavy timbers, 5,000 jacks, and 1,250 men; little by little with each turn of a screw the building went up. The same George Pullman became the world's largest manufacturer of sleeping cars for the railroads. The same Chicago still

has houses that were built at the low level. They are just outside the business section on Wentworth Avenue south of 36th Street and in the neighborhood of Division and Ashland. Here you can stand on the sidewalk and look down at an entrance to a home at the old level.

During the years that Chicago was getting its "face lifted" the nation experienced its greatest sorrow. The reasons for the rift between the North and the South had been gradually assuming proportions that could not be ignored. Because of natural reasons the North had become increasingly industrial while the South remained agrarian. With their basic economy so different, the kind of law and the kind of tariff sought by each section in Congress would inevitably be as different as night is from day. The system of slavery that Washington and Jefferson had thought would die a "natural death" had become their "peculiar institution." Many or most southerners would have gladly seen an end to slavery if they could have seen an answer to their economy in any other way. When they could not see it, they argued for the right to extend it into the new territories acquired in the West by the Union. The compromise of 1850 was followed by the Kansas-Nebraska Bill. The Republican Party, determined to prevent the spread of slavery, was born. The famous Dred Scott decision was handed down.

Up and down the length and breadth of Illinois Stephen A. Douglas, the "Little Giant," and Abraham Lincoln were heard in their famous debates. Lincoln challenged Douglas to debate the question of the control of slavery in the territories. He forced Douglas into such a position that he had to declare himself in regard to the Dred Scott Decision and his idea of popular sovereignty as expressed



in the Kansas-Nebraska Bill. Douglas' choice split the Democratic party into northern and southern factions. He was elected senator as a result of these debates, but they cost him the presidency in the election of 1860.

Each man had spoken from the balcony of the Tremont House in 1858. During the debates more and more the stature of Lincoln stood out, "As I would not be a slave, so I would not be a master. That expresses my idea of democracy . . ."

Illinois was divided in background. The people living in southern and even in central Illinois had usually come from the southern states. The people in Chicago and northern Illinois in general came from the New England states. As often happens the people had brought their loyalties and their sympathies with them. As election time drew near in 1860, the people of the state stood divided in opinion.

In Chicago all was in a hustle and bustle. A large wooden building called the wigwam had been erected where Mark Beaubien's Sauganash had stood. The delegates to the Republican Convention now came to the wigwam to nominate their candidate for the presidency. Forty thousand visitors swelled the city's population which had reached the grand total of 109,260. Guests saw "Uncle Tom's Cabin" at the theater or waltzed in one of Chicago's ballrooms. The huge elevators for grain and the stock-yards were the sightseeing attractions. When Sunday morning dawned, they could worship in any one of fifty-six churches.

At the convention Joseph Medill of the *Chicago Tribune* headed a group of Illinoisians that was determined to name Lincoln as candidate for the presidency. Seward,

from the East, was well known throughout the country; he was definitely the favorite. The convention, however, was in Lincoln's home state. Excursion rates had been given on the railroads. Illinois citizens streamed into Chicago. Men favoring Lincoln were everywhere; they arrived early and filled the seats. There was a seating capacity of 10,000 and standing room for 4,000. Accounts of the convention say that every available space was filled, and the streets were thronged with thousands more. The delegates themselves only numbered five hundred. What a pressure group that audience must have been! The yelling and tumult of the convention was beyond anything known. The noise was deafening when Seward's name was given; but one man said that when Lincoln was named, "The yell made vesper breathings of all that had preceded. A thousand steam whistles, ten acres of hotel gongs, a tribe of Comanches might have mingled in the scene unnoticed." On the third ballot Abraham Lincoln was named the Republican nominee for the presidency, and Hannibal Hamlin, the vice-presidential candidate. The following November Lincoln was elected.

Perhaps war was inevitable; at any rate it came. In December, 1860, South Carolina seceded from the Union; six other states followed. Lincoln was inaugurated March 4, 1861; April 14th Fort Sumter in Charleston harbor was fired upon by the Confederates. War was here whether we wished it or not. Neither side was prepared for the conflict, but the industrial North with its fine transportation system and its industrial area had definite advantages.

Lincoln called for volunteers, and at every call Illinois and Chicago exceeded their quotas. Out of 15,000 soldiers

only fifty-eight were conscripted. Some fine leaders came out of Illinois, including Ulysses S. Grant from Galena. Chicago helped with money as well as men; some was given by the banks; some was raised by women at the "Chicago Sanitary Fair." Chicago turned out McCormick's reapers by the thousands; they helped replace the work of the fighting men in the fields. Huge orders for uniforms and shoes for the Union Army came pouring into Chicago, and the factories of the city turned to with a will and supplied them. "Meat for the soldiers" was the order, and the stockyards produced. In Chicago in 1861, George F. Root wrote "The Battle Cry of the Republic"; and men in camps across the land were singing, "Altho' they may be poor, not a man shall be a slave." At Gettysburg Lincoln said, "Now we are engaged in a great conflict, testing whether that nation, or any nation so conceived and so dedicated, can long endure . . ."

Lincoln was re-elected in November, 1864; war ended April 9, 1865. April fourteenth Lincoln lay dead, the victim of an assassin's bullet. It was just four years to the day since Fort Sumter fell. The entire country was shocked; Chicago was in deepest mourning as the funeral group wound slowly through the streets. Hamilton describes the procession as one of the saddest events in Chicago's history, "girls dressed in white, the great catafalque, the horses with their nodding black plumes, each horse led by a soldier, the marching soldiers, the muffled drums, and especially 'Old Abe' the War Eagle, carried at the head of the Eighth Wisconsin Regiment."

The families of Chicago had paid a heavy toll in war dead and wounded. It would be a long time before the keenness of the sorrow of the war would be lessened. But

Chicago, the city — Chicago, the giant — how fared she? Chicago had been far enough removed from the actual fighting so that war had not laid her waste. Her business instead of being hindered had been helped. The factories that had made army shoes began making them for civilians; the factories that had made uniforms began making civilian clothes. These industries were born of the war. The meat companies that had been steadily growing industries since the beginning of Chicago grew rapidly while feeding the army. In 1864 the various companies combined to form the Union Stockyard outside the southern limits of Chicago. The railroads built lines so that the livestock could be delivered directly to the yard. The refrigerated railroad car meant that animals could be slaughtered in Chicago and only the usable part of the animal need be shipped. Canning of meat proved a means of preserving it so that it could be sent any place in the world. Meat was more in demand after the war than ever because central slaughtering, the refrigerated car, and canning had brought meat within the price that people could pay. Chicago had become "hog butcher to the world."

There seems always to be some labor unrest after a war, and the Civil War was no exception. There was a general chafing at the long hours worked and the wages paid; there was a trend toward unionism. Some progress was made toward the betterment of the lot of the laborer although there was much to dishearten.

Manufacturing of many kinds was drawn to Chicago because of the ease of securing material in this area. This was the time Pullman Sleeping Cars became established. An interesting story is told of their first use. Mrs.

Lincoln was worn out from the long, sad journey with Lincoln's body from Washington to Chicago. Traveling then was dirty, uncomfortable, and slow at best. The cross-country trip with the black-draped mourning train stopping at numerous places was especially difficult for the grief-stricken family. Pullman offered the use of one of his sleeping cars from Chicago to Springfield to Mrs. Lincoln. This was the first trip made by sleeping car.

In the retail world 1864 saw the beginning of the Lyon and Healy music house. In 1865 Field and Leiter became Marshall Field and Company. In that same year Carson, Pirie, Scott and Company was established. Montgomery Ward's mail order business grew to provide for the needs of the farmer and his family.

During this period Ulysses S. Grant was nominated for the presidency in Chicago at Crosby's Opera House. The cultural life of the city was equal to that of any American city. By means of a new channel dug and by pumps, the course of the Chicago River was reversed. The lake water used for drinking would not be polluted as the sewage would flow away from the lake. The flour companies increased to help turn out the bread for Chicago's growing population which by 1870 had reached about 300,000.

Everywhere in Chicago there was evidence of growth and expansion, of the interdependence of farm and city, of one business on another. There was nothing in the daily living in the North to make people realize what Congress was permitting to happen in the South during this awful time known as the "Reconstruction Period." Chicago did not experience the hardships worked by a military occupation, she did not have unscrupulous carpet-baggers or scalawags controlling her fate; but she did have

her own scourge.

Words and Terms You Should Understand

embroiled	oblivion	basic economy
figuratively	plank roads	peculiar institutions
appropriated	interim	popular sovereignty
decade	agrarian	nominee
pollution	industrial	assassin
encountered		

Chicago of 1871, a thriving town, a booming town, a town teeming with life, was a city of wood. Yes, there were some offices three and four stories high built of brick; there were some with marble fronts; there were the Sherman House and the Tremont House and the stone Water Tower; but the city was built of wood. Most of the stores and most of the office buildings were built of wood. There were wooden sidewalks, streets paved with cedar blocks. Wooden bridges spanned the rivers; steam-powered boats, tall-masted schooners, and square riggers lined the wooden piers. Along the wharves were wooden grain elevators filled with precious cargo. Cartage was by wagon; people traveled in the city by horse-drawn street cars — wood and more wood. Michigan Avenue was lined with fine frame residences facing the narrow strip of lawn and small, blue lagoon. On La Salle, stretching sometimes the full block to Clark, just north of the business section near Chestnut and Locust, were large houses, mansions of wood, in grounds a block square. Gurdon Hubbard, the fur trader, a Chicago pioneer, a meat packer, a businessman, a Chicago booster lived here. Up north too were a great many small, neat, frame houses of the German and Swedish settlements. On the far south side were lovely homes of wood. Closer to the city and on the west were the crowded poorer sections where wooden houses stood, one next to the other, without much regard for light or air or

streets or alleys. Every house had a barn; the rich had a carriagehouse; rich or poor, almost everyone had a cow.

There was no electricity until 1880. The streets were lighted by gas. Ornate chandeliers in the Opera House and fine hotels shed the glow of gas light on their festivities. Most of the homes were illuminated by gas although kerosene lamps were still common on the west side. Every one carried a lamp or lantern to go to the barn or carriagehouse at night.

There was little rain in the spring of 1871, and the summer came with a blast of heat. One blistering day followed another with no relief in sight. The skies stayed cloudless and blue. Wooden sidewalks seemed to send up waves of heat. The farmers complained that their crops were burning up. The whole midwest suffered. Water holes dried up; river levels went down. Cattle died from thirst. Forest fires were common; prairie fires became an everyday occurrence by September. "Long John's" fire department was hard put to it to keep them down. By the end of September fires were averaging six a day. Paint on buildings was blistered; shingle roofs were crisp and dry. Leaves on trees withered and died long before their time. Everything was parched. From July until October there had been but one inch of rainfall.

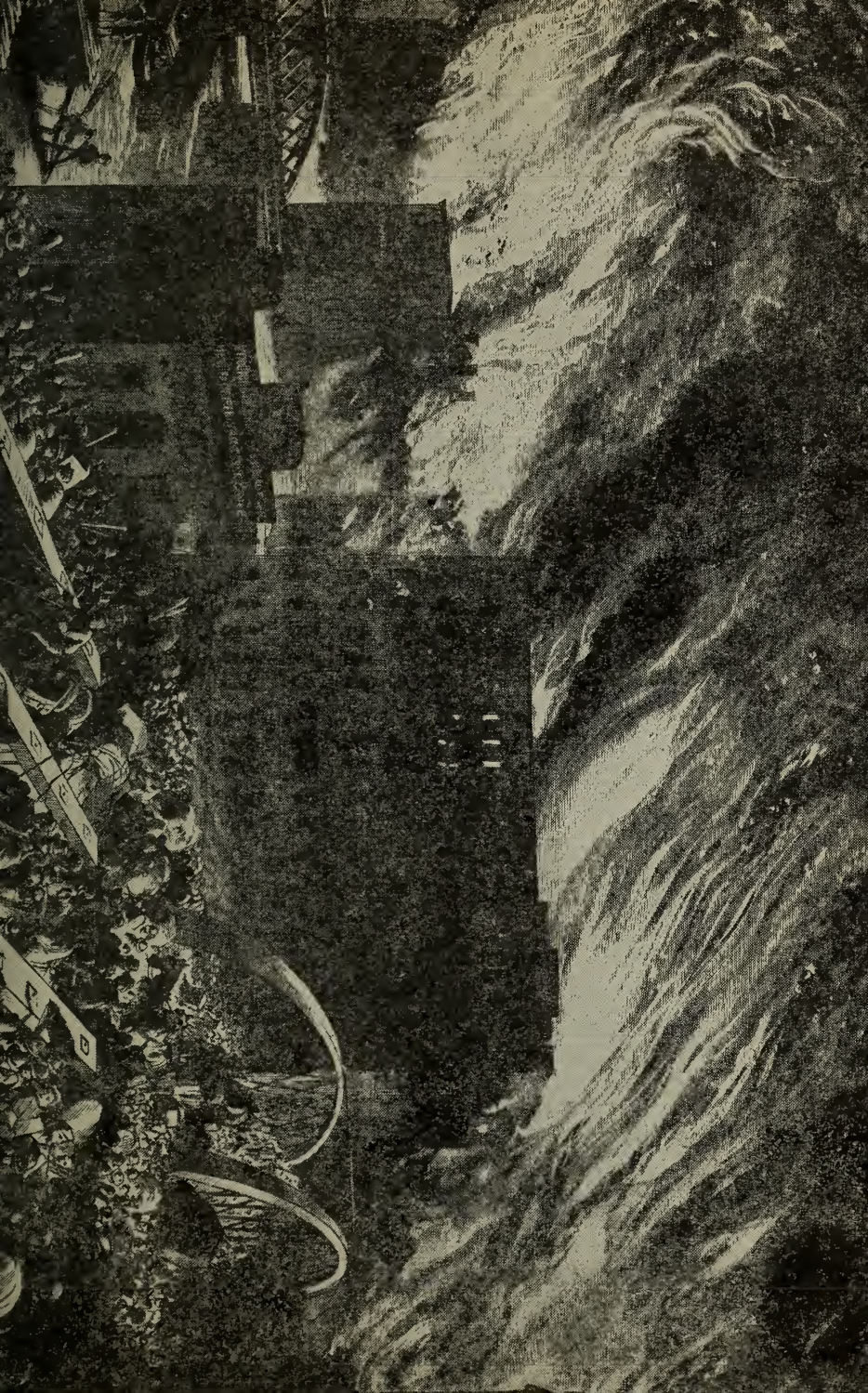
On October the fifth there was a particularly bad fire in the lumber district. The firemen battled for hours with their meager equipment and finally won the day but not before \$750,000 worth of damage had been done. People were talking about the October fifth fire as they went to church on Sunday; many had to cross the charred remains

There are numerous accounts of the holocaust of October 8-10, some by eyewitnesses, some by hearsay, some

imagined from reading of the facts. Definite times, facts, and figures are often contradictory; the immediate cause itself is not established truth. The general outline of the story of the Great Fire, however, stands out strong and clear.

The people of Chicago were going about their regular Sunday evening pastimes and duties after a long hot day. Some were walking along the lake; some were visiting with friends; many were at home. About nine o'clock the firebells rang out from the city hall. People stopped their walking and talking to listen as they usually did. They knew in a moment the bells would stop and then slowly count out the number of the ward where the fire raged. The fire department would speed on its way, and life would go on normally in all other sections.

On October the eighth things did not go according to pattern. The firemen, not yet over the effects of the lumberyard fire, were a little slow; they had gone some distance in the direction of the fire when the bells rang again. This time a second location was given — not one adjoining the first. Were there fires in both places? Was the first a mistake? The bells rang a third time. The watchman in the City Hall had made a mistake the first time and the time wasted while the firemen hurried in the wrong direction gave the blaze a chance to spread. The wind had been blowing from the southwest all day; it fanned the flames; the tinder city did not take much to set it off. The fire had started in the crowded west side near Clinton and De Koven Streets. The fire started in Mrs. O'Leary's barn. Whether the cow kicked over the lighted kerosene lamp left by Mrs. O'Leary as a newspaper reporter wrote, or whether Mrs. O'Leary finished milking



by daylight as she claimed and therefore could not have left a lighted lamp, is not clear. An eyewitness claimed to have seen the fire start there, and an overturned lamp was found after the fire was over where the barn had stood.

Everywhere was food for the hungry flames. The fire ate its way from barn to house, licked along the wooden walks. It leaped and swirled from west side to east side of the south branch of the river. People fled in panic before it. Firemen and policemen fought in vain. Too long had nature prepared the way; too well did her winds lend assistance now; the fire was beyond control.

To the north people had looked out of their windows, had seen the brilliant sky, had thought, "How terrible — those poor people — if only we could help" — and had gone to bed. Far to the south in home after home were similar scenes.

The business section and fine homes near-by, now were threatened and soon were engulfed. Men fought to save their buildings and then ran in terror clutching a ledger, an account book, or an empty drawer. The crystal chandeliers, the velvet draperies, the costly rugs of the Sherman House, the Tremont House, the Opera House, went up in flames. The precious records of Fort Dearborn vanished with the courthouse. The central alarm system for fires of which Chicago had boasted was gone. Safes in banks melted to lumps of metal. Stores — Peacock's here since 1837, Field's, Carson's—were but names.

The bridges across the north branch were jammed with men, women, children, pets of all descriptions. The lucky were in wagons with a few hastily grabbed possessions. All were crowding, pushing. Surely the north side would mean safety; the fire could not cross the river. The bridge

tender yelled in panic; the bridge would go down if they did not slow down — as well try to slow down the wind — or the fire monster going toward the lake. Well, the lake would stop the fire. Then the wind shifted; it swept the howling flames before it. North now — north to the river! But the river would stop it. The river did not.

The wooden piers, the wooden boats, the wooden bridges, these carried the flames across; fiery boards and burning shingles were picked up by the wind and dropped on the opposite side. Always the people fled before the fire; always the flames fed on the city of wood. The McCormick plant; the Historical Society; the mansions on the north side; the small, neat houses of the Germans, of the Swedes; private libraries; the waterworks—all disappeared.

Through Sunday night, all day Monday, all Monday night, the fire ate its way through the city — from Twenty-second Street south where it was stopped by dynamite, to the city limits at Fullerton on the north where it stopped when the last house was gone. Some of the people had escaped by clinging close to the lake; men covered all but the heads of their wives and children in the sand; others waded into the water. A great many had gone north, then turned west, and thus had been saved by getting out of the path of the fire.

Twelve times the telegraph company managed to move and set up connections with the rest of the country, but finally the fire proved too much for it. Men on business trips to New York were frantic as to the safety of their families. Newspapers all over the country and in the large cities of Europe told the story.

"Tuesday morning after the fire" the city looked at its

remnants. What was the cost? Two hundred fifty to three hundred lives; almost one hundred thousand homeless, a third of the city's people; seventeen thousand buildings, the entire business section; two hundred million dollars worth of property; records and books that could never be replaced, the first draft of Lincoln's Emancipation Proclamation—all had been part of the conflagration.

What was left? The water tower stood although the waterworks had gone. The home of Mahlon Ogden stood—the site of Newberry Library today. One small home remained, and that completed the account of the north side. The business section was a shambles as was the south side to Twenty-second Street.

Of material things we had little; of character we had much. The country was generous. Relief came from all sides: \$5,000,000 was received, of which \$1,000,000 came from Europe and half of that from England. Food was sent by the freight-car load. Credit was extended with a generous hand. From England, Queen Victoria and some British authors sent books. These became the nucleus of our public library. The people of the city who were not homeless helped those who were. On October 10, the day the fire had burned itself out, W. D. Kerfoot had a wooden shack up where his fine building had been. His sign read, "W. D. Kerfoot, Real Estate Office, 89 Washington Street. Everything gone but wife, children and energy." That was the spirit of Chicago. The city was burned out? Why, this was an opportunity to build a better, a safer, a more beautiful Chicago.

So successfully did the people plan, so hard did they work, that within three years most of the signs of the fire were gone. Buildings were bigger and better. By 1880 Chi-

Chicago was a city of a half million people. Dearborn Street had a steam-operated bridge. The Palmer House opened as the first wholly fireproof hotel in the United States. People came from far and wide to visit its barber shop with its floor with silver dollars in it. The Boston Store and Fair opened. An Exposition Building was erected where the Art Institute now stands. Telephones and electric lights were the talk of the day. General Ulysses S. Grant, Mark Twain, and the incomparable Sarah Bernhardt were among the city's guests.

Chicago went right on growing, bigger and faster. The first cable cars came in 1882; they traveled at an unheard of speed, twenty blocks in twenty-one minutes. A skyscraper ten stories high was built. Steel frame construction was introduced. A compulsory education law was passed. The "Gold Coast" grew up. Music societies, libraries, and art associations were numerous.

At this time Chicago had her troubles, too—streetcar strikes, the Haymarket riot, anarchists and bombs. Police, volunteers, state militia, and federal troops — all were involved. The workingman was demanding the right to organize, the right to fair hours and fair pay; but unfortunately their leaders were often men who used methods that alienated the people. The very fact that the workers were not well organized often led to violence and bloodshed. Most of the men who owned big companies had not inherited wealth; they worked long, hard hours even after they amassed great fortunes. They could not understand why anyone would want an eight-hour day. Hard work and perseverance was the only way to get ahead. One side did not understand the other. Thus it was that trouble brewed. The labor unrest in Chicago was typical

of conditions in most of the country; unions were getting footholds.

Not all industrial leaders lacked vision by any means, and much help toward better conditions was given by them. A humanitarian movement was felt throughout the United States in the nineties, and Chicago had its own leader in the person of Jane Addams. Hull House was founded in 1889. Entire books have been written on the accomplishments of this fine woman. She was a practical help and a spiritual inspiration to thousands of underprivileged and did much to improve their lot.

Words and Terms You Should Understand

schooners
square riggers
chandeliers
holocaust

engulfed
conflagration
shambles
incomparable

anarchists
amassed
perseverance



As it drew close to the 400th anniversary of Columbus' discovery of America, Congress announced that a great fair would be held commemorating the event. Washington, St. Louis, New York, and Chicago vied for the honor of staging the fair. Chicago started its campaign to have the fair during the summer of 1889 when Mayor Cregier appointed a committee of one hundred citizens to plan the project. They formed a corporation that would present the fair. The secretary of the state of Illinois authorized the corporation to sell stock. Its value was placed at \$5,000,000.

The city to be honored with the fair was to be selected by vote in the House of Representatives in Washington, D. C. In February 1890 they chose Chicago; by April 1890 all stock in the exposition corporation had been subscribed. The city of a million and a half was delighted. Chicago loved visitors.

The officers of the exposition corporation chose the very capable Daniel H. Burnham, a Chicago architect, to be responsible for the plans. It was decided to have the fair in the Jackson Park District which was then nothing but a barren swamp. Many thought it would be impossible to create a thing of beauty in such a place. Among the architects, sculptors, and artists asked to work on the project were St. Gaudens, Lorado Taft, Daniel Chester French, Charles H. McKim, and Frederick W. McMonnies. From the co-operation and vision of these men and others the White City was created. Frederick Olmstead, a famous landscape gardener, mastered the problem of swamp, clay, and sand. The buildings were made of a mixture that gave the effect of marble. The entire grounds were to be electrically lighted. Though the work was pressed forward

with great enthusiasm and vigor, the buildings were not ready until the summer of 1893.

Carter Harrison was the easy-going, genial mayor of Chicago. Harriet Monroe, a Chicago poet, wrote a dedicatory poem for the opening in May. Theodore Thomas and his symphony orchestra were part of the program. President Cleveland and the Duke of Veragua, a direct descendant of Columbus, were present. Twenty-seven million, five hundred thousand people visited the fair that year, people from all parts of the United States, people from all parts of the world. What they saw has been told and written in words of highest praise. People who have seen other fairs say that the most beautiful of all remains the World's Columbian Exposition of 1893.

A fairyland come true: white marble temples that rivaled those on the Acropolis; the blue lagoon; the bluer lake; sparkling, dancing fountains; the exquisite Court of Honor; soft music playing. What enchantment must have cast its spell on the visitor when the whole was lighted by the world's newest wonder — electricity!

Every nation of any importance had an exhibit. Some were housed in buildings of their own, some in villages. Italy sent replicas of Columbus' three ships—the *Nina*, the *Pinta*, and the *Santa Maria*. Nations displayed the finest of their arts. Chicagoans gained a new appreciation of the cultural background of their next-door neighbors.

No parent could get his child home without visiting the side shows of the Midway. Here the raucous, booming voices sold their wares or enticed the passer-by to try his luck.

One of the most interesting of the attractions of the fair was the Forum. Leaders of the time were invited to come

and talk. Topics were representative of many fields of interest — literature, the arts, government, religion, and science.

The Art Palace or Fine Arts Building was not torn down when the fair was over. It housed the collections of the Field Museum until the new building was erected in Grant Park. Through the generosity of Julius Rosenwald and by means of a city bond issue, the beauty of the Fine Arts Building has been made permanent. It is now the Museum of Science and Industry.

The fair was over in November, but its influence was far-reaching and lasting. Men were so impressed by the beauty of the White City that they determined something must be done with the great sprawling giant of Chicago. Out of the fair was to come the Chicago Plan Commission. Chicago was to be the "city beautiful." Out of the fair, too, was to come a new consciousness of beauty in architecture that influenced the design of public buildings throughout the nation.

A depression had been spreading throughout the country all that year. Three million people in the nation were without work. The business brought by the great number of visitors had greatly lessened its effect in Chicago, but with the closing of the fair and the coming of winter its full force was felt. Business houses and banks had failed; men were without work. This was the time when farmers and westerners were demanding the "free coinage of silver." Most of our frontiers had disappeared about 1890; therefore, men could not leave their cities to get away from the depression by going to cheap new land. Industrialists were looking toward other lands for new markets. Laborers were asking that immigration be restricted to

stop the increased competition for the fewer available jobs.

In Chicago the wealthy people established soup kitchens. Evicted families slept in police stations or the city hall. As they were to do again in a later depression, families doubled up. Hull House did a splendid job. Food was donated by business men and distributed by their wives. Eventually men went back to work, but wages were low and prices were high. Unions were struggling to gain a foothold; strikes broke out periodically. Eugene Debs became prominent in the Railway Union. Eventually he was a candidate for the presidency on the Socialist ticket. Governor Altgeld was much maligned, but he continued to work for the right as he saw it. He was an outstanding figure in the struggle for the welfare of the people.

Cities all over the United States had grown so fast that adequate planning for city government was practically unknown. As a result city governments were often at the mercy of a few unscrupulous men. The Municipal Voters League of Chicago was headed by a small but powerful figure, George E. Cole. In spite of threats of personal violence Cole exposed the corruption of the group of men who were ruining the city. Largely through his courageous efforts the gang was broken, and Chicago's government improved.

During these last few years, in Asia the Sino-Japanese War was fought. Japan defeated China and occupied Korea in 1895. Germany was seeking to increase her power through new colonies and trade. In 1895 Kaiser Wilhelm II announced, "The German Empire has become a world empire." In Europe Ireland was fighting for the Home Rule bill. In 1898 the United States engaged in a

war against Spain that was brief in duration but lasting in effect.

Chicagoans were shocked when the Army set up an inquiry board, after the Spanish-American War, and accused Armour of selling tainted beef which had caused the death of some soldiers. Poole in *Giants Gone* says that Armour felt it was a stab in the back — "Never in my whole business career have I sold my soul like that." Armour was one of the industrial giants of Chicago who worked himself harder than anyone else. Poole tells us that he was up every morning at five and at the plant by seven, that his voice could be kind, and that it could roar. All through his life he was guided by four rules: "Pay your debts and collect all that is due you. Don't waste; make every dollar produce. Never injure anyone and never forgive anyone who injures you. Never admit a competitor's products are better than your own. Absorb or destroy him by seeing that your products are always the best." A hard man but a just one; a product of the time in our history when life was highly competitive and almost individualistic.

With our recent acquisitions, the Philippines, Puerto Rico, Guam, Hawaii, and our ties with Cuba, we were in the world race for commerce. Almost immediately, because of our Philippine interests, we became involved in the Boxer Rebellion in China. The "Open Door" policy was maintained, but the International Settlement that was set up would later be another cause for grievance along with the loss of Korea.

The increase in trade due to our possessions and the relief of the money situation, gave impetus to new growth of industry. Big business became bigger.



Theodore Roosevelt put some teeth into the Sherman Anti-Trust Bill and made the Panama Canal an American venture. He spoke of the "square deal." He promoted a policy of conservation of resources. Theodore Roosevelt reinterpreted the Monroe Doctrine so that the United States became the big brother of the Western Hemisphere.

With the extension of American markets Chicago industry was not slow to expand. Hand in hand with phenomenal business growth went the progress of science and invention. Chicago had seen its first automobile in 1895. By 1908 the police department had its first patrol wagon. The Health Department enacted many ordinances for the improvement of health conditions. The Drainage Canal was opened in 1900. This meant a great improvement in our water supply and lowered the typhoid death rate to practically nothing. The Chicago River was widened to 200 feet and deepened to 26 feet which made it possible for the largest lake vessels to use it. With the city's sewage disposed of in the canal everyone thought that the problem was solved forever; but as the city continued to grow, sewage disposal plants had to be added to our system. Today our sewage is becoming a problem for down-river communities. The Chicago Plan provides a permanent solution — sewage disposal plants twice the size of our present ones. Soon Chicago will have them.

The great Iroquois Theater disaster occurred in 1903. It was school holidaytime. "Bluebeard," a children's play, was advertised. The theater was sold out. At the height of the matinee flames shot out from the proscenium. Suddenly all was panic. Exits were hidden by draperies. Doors opened in. In the wild pandemonium that followed, 575 persons died. New laws for exits, new laws for fire-

proofing scenery, new laws for asbestos curtains were passed. Chicago could not bring back her dead, but she could see that the tragedy was never repeated.

In 1906 William Rainey Harper died at forty-nine years of age. His tremendous driving energy had burned out his life. He had been graduated from college at thirteen. He had worked in his father's store and had organized a boy's brass band in which he played the cornet. He had won his doctor's degree at Yale when he was eighteen. Rockefeller gave him an opportunity to re-establish the University of Chicago. The energy, enthusiasm, vision, and leadership that Harper put into the project are greatly responsible for the prestige of the University today. He intended to build a liberal university. For this purpose he gathered men of the greatest ability. He gave them time for research as well as teaching and gave them complete freedom of views. He personally secured gifts of over \$20,000,000 for the school. Poole tells us that when one old and wealthy lady heard he had come to visit her she said, "I won't see him — I won't, I won't. It will cost me \$200,000 if I do." Every professor on the campus was inspired by his zeal and great were their accomplishments. In 1907, just a year after Harper's death, Michelson of the University won the Nobel prize for his work in physics. He was the first man in America to be so honored. Harper would have been very proud.

In 1909 the City Council accepted Daniel Burnham's "Plan of Chicago." Charles Wacker, a business man, was made chairman of the Chicago Plan Commission. It was Burnham who sold the plan to Fred Busse the mayor, to numerous business men, to clubs, to churches, and schools. He pointed out the close relationship between the pros-

perity of a city on the one hand, and comfort and beauty on the other. Many of our most beautiful civic improvements are the result of his plan. It was this same Burnham who is responsible to a great extent for the plan of Washington, D. C. and for the location of the Lincoln Memorial facing the monument to Washington. Poole tells us in his *Giants Gone* that Burnham once told his colleagues, "Let your watchword be order and your beacon beauty! Make no little plans! Aim high!"

In 1911 Chicago adopted its numbering system for houses. With a population of more than two million it was high time some orderly system was set up. Chicago saw its first airplane exhibition along the lake front; the amazing record of 57.7 miles per hour was made! 1912 brought pure milk laws and chlorination of water.

A world conflict was started in Europe in August 1914, but here in the United States the war seemed far away. The sinking of the *Lusitania* in May 1915 with American passengers aboard, caused a great deal of discussion and bad feeling toward Germany. But Chicago had its own personal disaster, and it dwarfed the news of the *Lusitania*. On July 24th hundreds of people, employees of Western Electric Company, packed their picnic lunch and boarded the excursion boat, *Eastland*, for a day's trip on the lake. The boat never pulled away from the dock. It was anchored at the Clark Street Bridge of the Chicago River heavily loaded and ready to leave. Slowly the boat began to tilt down toward the water. It righted itself and rolled again several times before it finally rolled over completely and lay on its side. People became panic stricken; some jumped; some were caught in cabins. The final death toll was 812.

By 1916 the Municipal Pier, now called Navy Pier, was completed. In 1916 Wilson was re-elected on the slogan of "He kept us out of the war." As submarine warfare continued and increased in scope, as atrocity and sabotage stories were printed, as our commerce was more and more affected, we were slowly but surely drawn into the conflict. In April, 1917, Congress declared that a state of war existed.

There were many in Chicago, as there were in other parts of the country, who felt that we should stay out of European wars. They felt that what happened across the ocean was no concern of ours, but the great majority of people swung into line and backed the government. There were parades and mass meetings; money was raised by Liberty Loan Drives; Thrift Stamps were sold in schools; women rolled bandages for the Red Cross and knit socks and sweaters for "our boys."

The Civil War had been responsible for a rapid development of industry. World War I again brought huge orders to the factories, the slaughterhouses, and the business houses that dealt in foods. Chicago became the "Great Central Market," the packing center of the world. Her steel furnaces produced more than any other center in the United States. During the Civil War the places of the fighting men were filled by immigrants and by machines. In World War I many places were filled by the negroes who came by the thousands from the south. Adequate housing had not been ready for the earlier tide of immigrants, and it was not ready for the colored people. A congested area problem was created that is slowly being solved.

Three hundred and fifty thousand men from Chicago went to fight a war for democracy. In President Wilson's

words, "We are glad to fight for the ultimate peace of the world, and for the liberation of its peoples, the world must be safe for democracy." At war's end a year and a half later when an armistice was declared November 11, 1918, Chicago went wild. People singing, yelling, laughing, crying, marched through the streets in the middle of the night when word first came. The war had ended. There was bitter disappointment yet to come for Wilson when he failed to secure the support of the Senate for the League of Nations, his plan for permanent world peace.

Chicago moved on to worries of its own that seemed more important because they were much closer than the high-sounding phrase "world peace." "Prohibition," the Eighteenth Amendment to the Federal Constitution passed during the war, ushered in a period of lawlessness — "bootlegging." Al Capone, one of the leaders of Chicago's underworld, came from New York's shadowy kingdom. Gang rule and underworld killings made Chicago the talk of the nation.

1918 brought air mail for Chicago. Once men braved the dangers of the forest wilderness that the mail might go through. Now the daring birdmen braved the pathless wilderness of the sky. In 1921 Chicagoans thrilled to the voice of Mary Garden, not a great crowd in silks and satins gathered together in the Auditorium, but each man in his shirtsleeves in his own home. Over the air waves from our station K.Y.W. came the magic of sound. Not at the press of a button, not clear and sweet and true, but after the exercise of much patience and perseverance. After a demonstration of skill in the manipulating of a tiny needle on a bit of crystal, a voice quavering and broken by static would come through. Radio listening was a serious busi-

ness. Not every family had more than one ear receiver. The precious hearing device was passed around much as the family opera glasses, from sister to brother, from mother to dad. Programs were apt to be heard piecemeal.

In the same year the Wrigley Building, tall and white, rose up to guard the Michigan Bridge, to look knowingly out toward the lake. The Field Museum of Natural History welcomed the public, and the public took the beautiful building of stone to its heart. Who has not stood wide-eyed before the dinosaur, thrilled to the exquisite beauty of carved jade, and marveled at the ancient skill of Egyptian embalming?

In 1925 the Tribune Tower of stately Gothic design became a fitting companion for the Wrigley Building. The Goodman Theater established a reputation for fine plays. Their children's repertoire is unsurpassed. Armistice Day great crowds hurried south through Grant Park. A dedication was to be made for one of the largest of outdoor amphitheaters — Soldier Field.

Building, building, building — office buildings, civic buildings, small homes, palatial homes, department stores, huge hotels — nothing was too big, nothing was too small for the contractor's attention.

Business was booming on every side as it never had before. Jobs were plentiful; prices were high but so were wages. There were labor troubles, but we took them in our stride. Credit was to be had for the asking for a new home, a diamond ring, an automobile, a sewing machine, electric icebox and electric stove, electric washer and electric ironer. Anything and everything was sold on the installment plan, "a dollar down and a dollar when they get you." Business in general tended toward "chain or-

ganization." We were rapidly getting to the place where Clarence Day would call us "the land of Mickey Mouse and ten-cent stores." We were getting to the place where our house built of paper credit would fall down.

Chicago had not stopped at business expansion, scientific developments, and a tremendous building program. The face-lifting operation begun earlier had been continued. Burnham's plan was being urged forward by the forceful Plan Commission Chairman, Charles Wacker. Narrow Lake Park had become wide Grant Park by the simple expedient of filling in the lake. The Illinois Central tracks had been lowered and the trains electrified. Buckingham Fountain, that some say rivals the fountains in the gardens of the Palace of Versailles, was dedicated. St. Gauden's standing Lincoln was placed in Lincoln Park. South Water Street had been moved and Wacker Drive was made. A municipal airport and improved forest preserves hugged the outskirts of the city while nestled close to the lake lay the Outer Drive with its beautiful, breathtaking necklace of lights.

While things were continuing at this whirlwind pace in 1927, it was decided that Chicago should have a birthday party. A group of citizens met and planned for Chicago's one hundredth birthday in 1933. They decided upon an exposition, one that would stress the part played by science and industry in Chicago's development. The committee planned the undertaking as a business venture. They planned so wisely and well that the fair was able to run two years in spite of the fact that by the time it opened the "Great Depression" was here in full swing. Memberships and advance sale of admissions with profits to be based upon 40% of the gate receipts, made the basis

of the corporation.

In October 1929, the stock market crashed. Paper profits came tumbling down. Europe had been in the throes of a terrible depression long before it hit the United States, and this could not help having an effect on us. Many things had contributed to the final catastrophe: spending on the installment plan far beyond income; over-expansion of business; loss of European markets due to Europe's inability to buy our products and the consequent flooding of the American market with the goods that had been intended for Europe; banks loaning and investing in speculative enterprises; and the invention of machines to do the work of many men faster than new industries could be devised to employ them. Chicago was particularly bitter toward Samuel Insull, the utilities magnate, who had gained control of so many enterprises, including banks, in the midwest. When the crash came and Insull had to cover his investments held on margin, he drew heavily upon the banks he controlled. Finally his empire crashed, banks and all. With his downfall went the life savings of thousands upon thousands of little people. He left us a beautiful \$20,000,000 Chicago Civic Opera House and a vale of tears when he fled to Greece to escape indictment and punishment at the hands of the law.

In 1933 in midst of the depression the Century of Progress exposition opened. To some small extent it lessened the effect of the depression in Chicago because of the number of people employed by the fair, and because of business created by visitors. It was located just south and east of our beautiful Buckingham Fountain, the Shedd Aquarium, the Field Museum of Natural History, and the Adler Planetarium. Most of the fair buildings were erected

on land that had been filled in and reclaimed from the lake. It was very different from the Columbian Exposition. The Columbian had been almost all white; the Century of Progress was keynoted by brilliance of color. The Columbian had been classical in style; the new fair was to be as modern and new as architects could make it. When all was finished, much was to be desired from an architect's standpoint. They intended to take Frank Lloyd Wright's slogan "form follows function" as their motto, but in the end some said that there was form with little reference to function. At the Columbian Exposition of 1893, Theodore Thomas's Symphony Orchestra played beautiful classical selections; at the Century of Progress of 1933, music of carnival spirit or announcements often blared out through the loudspeaker system. The Century of Progress had its lovely music also; fine concerts were given by symphony orchestras sponsored by the Ford and General Motors companies.

The fair may not have measured up to all that people of artistic ability desired, but Chicagoans for the most part liked it. The Federal Building, States' Group, and Hall of Science had the highest record of attendance. The people liked the bright pennants of the Avenue of Flags, the dramatic contrast of color, the unusual Travel and Transportation Building, the golden Chinese Temple, the Midway with Billy Rose's Aquacade, the Belgian Village, the Streets of Paris, and the English Village with its Shakespearian plays.

Squat little mushrooms here and there through the grounds became umbrellas of lights when evening came on. The colored lighting effects of the fountains playing in the lagoon that separated the mainland from Northerly



Island were the wonder of all. The landscaping did much for the general effect.

The fair had everything. One could see glass blown or fine rugs woven, bread made or assembly-line production of automobiles. Some of the finest wares of other nations were on display, and there were native products of every state in the Union. There were outdoor cafes and music and dancing. There were side shows and a "Coney Island." Visitors walked and walked until their feet ached, and then they dropped on a bench in one of the gardens and were rested by the music of one of the symphony orchestras. Some preferred to select certain places of interest to see and rode the open sightseeing bus to them. Guests could, if they liked, ride in rickshaws or pushmobiles with athletic young men doing the pushing. Many Chicagoans went again and again and felt they had not seen it all. Not in the fair grounds but a part of the plan was the extensive collection of the works of the great masters that was borrowed from Europe and displayed in the Art Institute.

It may not have been an exquisitely beautiful birthday party, but it was a colorful, gigantic one that fit the colossus — Chicago.

The fair closed in November 1934 with the nation still in the throes of a depression. Never had Chicago or the nation experienced any depression as bad or as prolonged as this. Thirteen million people in the nation were without means of support. Wealthy people were hit as well as the poor; things were so bad that only the government was a large enough, powerful enough agency to give help. President Hoover tried certain measures to combat the depression; Roosevelt tried more. Eventually the nation's

business recovered, but not before many far-reaching reforms had been put into practice. The government controls extended into every line of endeavor to a greater or lesser degree: conservation and development of natural resources to some extent by the government for the benefit of the people; Social Security Pensions and Unemployment Compensations; help for the farmer; help for the businessman; and much stricter control of the banks.

In Chicago, as in the nation, things were black. There was great destitution, but Chicago had the "I Will" spirit; and as in other times much was accomplished. The Merchandise Mart was finished as were the Adler Planetarium and the Rosenwald Museum of Science and Industry. The Chicago News Building was the first building put up on "air rights." The Reconstruction Finance Corporation loaned great sums to the schools for needed building. By 1935 there was a definite trend toward better times which continued except for a slight business recession in 1938.

Words and Terms You Should Understand

commemorating	pandemonium	"house of paper"
subscribed	asbestos	expedient
landscaped	chlorination	utilities magnate
raucous	sabotage	indictment
enticed	manipulating	"form follows function"
free coinage of silver	repertoire	rickshaw
evicted	unsurpassed	throes
maligned	palatial	recession
proscenium	contractor	



At the beginning of 1938 Hitler demanded that the Austrian government "stop persecuting Nazis" and then before the end of March sent a German army in and annexed Austria to Germany. From this time on America watched events with growing alarm. Isolationists and interventionists argued in newspapers, at meetings, and over the radio against and for the United States participation. The invasion of Poland in 1939 precipitated the second World War. Simultaneously the situation in the Pacific was getting more and more unbearable as China struggled valiantly against Japanese aggression. The Japanese attack on Pearl Harbor, December 7, 1941, brought about the United States entry into the war.

Once more Chicago demonstrated that her motto was no mere empty boast. The spirit of "I Will" was everywhere. We had started preparations late and the need for men and materials was tremendous. A mobile, mechanized warfare fought on many fronts required production unparalleled in the nation's history. Factories all over town converted to wartime products. Buick built a \$31,000,000 plant for the manufacture of airplane motors. Douglas Aircraft Company, Dodge, Chrysler, and numerous other vital war plants located in and around Chicago for easy access to labor and material. Steel mills, rolling mills, Pullman Company, boat builders—all centered in the Chicago area.

Chicago men and women served on every front, in every branch of service. There were Chicagoans on the death march in Bataan; Chicago boys were at Pearl Harbor; they were at Cassino; they helped turn the tide at the Battle of the Bulge; they helped build the Burma Road.

And at home? Every Victory Bond drive was over-

subscribed; Community Fund and Red Cross got their share. Women volunteered for service with the Red Cross and for the "Traveler's Aid." Curbside drives for paper and clothing stretched across the city. Shortages occurred and Chicago, like every other city, pulled in its belt and did with less: sugar, coffee, canned goods, meat, gasoline, shoes, were on the rationed list. The schools did their share. In every city drive the children did their part: bonds for Victory; scrap metal for guns; paper for cartons in which to pack shells, K-rations, blood plasma; soap for Poland; canned goods for the starving children of Europe; books for devastated libraries; and gifts for veterans in hospitals. The children of Chicago led the nation in paper drives.

Through the haze of war days, Chicago gained a new reputation — Chicago, the City of Hospitality. Chicago Service Men's Center was known the world over for its hospitality to men in service. Here they obtained food, relaxation, recreation, a quiet spot to read a letter from home. Friendliness and a sincere desire to make the stranger feel "at home" were the motivating forces at the Center. Thousands upon thousands of our boys came and none was turned away. Our Service Men's Center will never be forgotten.

Now as the war days are over and Chicago looks to the future, we find that once again we must adjust ourselves to a new picture of our city. Chicago was once the crossroads for the Indians and fur traders on foot or on horseback. Then Chicago became the crossroads of inland water traffic. Eventually she claimed to be crossroads of the nation's railroad networks. Today we believe she is about to become the crossroads of the world's air lines. At every

stage in our history transportation has exerted a tremendous influence upon our development. Certain inventions have revolutionized our way of life. The almost unbelievable strides of aviation during the recent war have opened a new world to us. We must learn to think in terms of that world.

Dr. George T. Renner, Professor of Geography, Teacher's College, Columbia University, in his book *Geography in an Air Age* gives an excellent statement of the ideas basic to the Air Age. When we study geography, we find that the "wafer world" of Homer's time was changed by Columbus' discovery of the new world. Behaim's making of a small globe caused existing maps to be obsolete and changed man's thinking about the world around him. Ship designs had to be changed to fit the long trips demanded of them. Because of the wide oceans that had to be traversed to get from the old world to the new, man thought in terms of two hemispheres — the Western and the Eastern—and proceeded to engage in a race to get small islands for necessary stopovers en route. The steel steam-powered boat solved the problem of speed and at the same time made many islands less important. When regular shipping routes were established, many people came to realize that the shortest distance between two points in the world was part of a great circle. A new map was gradually developed showing the world as three great ocean basins — the Atlantic, the Pacific, and the Indian. The continents were split on the map; they looked like narrow rims of land around the oceans. Man's Eastern and Western Hemisphere ideas went out of date with the coming of that map. Unfortunately, too few people have seemed aware of it. With the nineteen thirties came great im-

provements in the airplane and with them our ocean basin map became obsolete. The airplane created a three-dimensional world.

A three-dimensional world meant a new picture of the world. The new map appears to have more than length and width. We get a feeling of Chicago being "around the globe" from Moscow although we know the map is drawn on a flat piece of paper. The new map may have any point you choose as a center. Since most of the land area and most of the world's population are in what we have called the Northern Hemisphere, many of the three-dimensional air-age maps are centered on the North Pole. The Arctic Circle is a small area around the North Pole, the circles denoting latitude become increasingly larger until, as we approach the outer edges of the map, we find the equator. The lines marking degrees of longitude are like the spokes of a wheel.

We can draw our three-dimensional map centered on Chicago if we wish. Many people feel that it is a logical center. One ardent supporter calls Chicago the "Air Capital of the World." When the map is so centered, we see that the most direct route to many places in Europe and Asia is to the north and not to the west or east as it formerly seemed. We can see that the old interpretation of the Monroe Doctrine is out of date. It takes more time to fly from Natal, Brazil, to New York City than it does to fly from Natal to Lisbon, Portugal. It only takes about five hours to fly from Natal to Dakar, Africa. It takes over thirteen hours to fly to New York from Natal. The Monroe Doctrine was based upon the idea that the countries of the Western Hemisphere were located close together and their interests were, therefore, the same. The

Monroe Doctrine was based upon the idea of the oceans acting as barriers that strengthened our interests within the Western Hemisphere. The oceans are no longer barriers; the aviation industry has made the world shrink. Due to modern transportation countries of the Western Hemisphere are sometimes closer to countries of the Eastern Hemisphere than they are to the United States. The closeness of the American countries to one another due to oceans acting as barriers made the Monroe Doctrine; today, the closeness of these same countries to different nations due to aviation radically changes ideas set forth in the Monroe Doctrine.

More than our ideas of hemispheres and directions must change. Our concept of distance must be different. We must learn to think London is a little more than thirteen hours away; New York is about three hours distant. That is not to say that distance in miles will cease to be needed but that miles will be useful in some instances, while distance in hours will be necessary in others. It is entirely possible that with the development of the jet plane we may soon have to think in minutes.

When we accept the fact that Berlin is about fifteen hours from Chicago and Tokyo is about twenty, we will begin to realize that all nations, not just those of the Western Hemisphere, are neighbors. We must come to see that the shorter the time-space between nations the greater will be their interrelationships, the more imperative will be the friendly solution of difficulties that arise anywhere in the world, the more essential that neighbors be "good neighbors." Chicago has passed from being the crossroads of a small section of the United States to being the crossroads of the entire nation. With the men, land,

and resources at her command Chicago can and we believe will be the crossroads of the airlines of the world.

Chicago is a great city. Why did Chicago become a great city? How do we know when any city is great? What is great? The dictionary gives many answers, for example: "beyond the ordinary in extent." Chicago with her area of 212.8 square miles is surely great according to this definition. The dictionary says that: "that which is chief or principal," "that which is of extraordinary achievements" is great. Chicago on the basis of these definitions can certainly claim the right to be termed great.

Chicago is second in population in the United States, with approximately 3,500,000 people. There are more people living within its city limits than there are in each of thirty-eight states of the Union. Chicago was the fourth city in population in the world prior to World War II and will probably rate higher than that in the postwar period. Our population ranks us as a chief or principal city in the nation and in the world.

The Chicago Association of Commerce, Business Statistics Department, in its 1945 report says: "Today Chicago leads all other cities in the manufacture of iron and steel and the products thereof; in the manufacture of agricultural implements, and in the processing and distribution of products for the farm. It is the world's leading transportation center, being the center of the nation's railroad networks, and of the world's greatest system of inland navigable waterways. Today, within a 500-mile radius of Chicago you will find 36% of the nation's population, 37% of the nation's wholesale establishments, 38% of the nation's retail stores, 39% of the nation's manufacturing concerns, and 40% of the nation's farm output in

terms of dollar value of products."

"Chicago is the pre-eminent city of diversified industry." The Chicago district produced 20% of the nation's steel ingots or 18,090,000 net tons in 1944; 10,995,089 head of livestock were slaughtered; the estimated retail trade was \$2,500,000,000. We are helped to realize the importance of our water transportation system when we know that in 1944 the record of Chicago district lake traffic was 51,068,109 tons and that the Illinois waterways traffic was 7,250,000 tons. This is more water-borne traffic than that passed through the Panama Canal for the same period. Chicago has 90.5 miles of water front, half of which has dock and railroad facilities.

We can understand better how man-made railroads have helped Chicago achieve greatness when we remember that there are 7,850 miles of railroad tracks in the Chicago industrial area alone. The Chicago Association of Commerce tells us "this is greater than the mileage in 39 of the 48 states, and is approximately equal to the total miles of tracks in all of New York state."

Aviation makes its remarkable contribution to the unique transportation facilities that make it possible for Chicago to be the center of manufacturing and distributing in the United States. Eight principal airlines serve Chicago, connecting it directly with every important city on this continent. There were 28,055 arrivals and 28,237 departures of commercial planes from the Municipal Airport in 1944. A number of airlines have asked authority to establish international air routes with Chicago as a terminal. A Chicago-London route has been established. The Civil Aeronautical Board has granted permission for regular service between Chicago and the Orient.

Chicago's achievements are not all in the producing and distributing of goods. The Shedd Aquarium is the largest and most fully equipped institution of its kind, — "the world's largest fishbowl." The Art Institute has the largest art school membership in the country. Chicago has a greater number of small parks and playgrounds than any other city in the world. It has the largest outer park or forest preserve system in the world — 34,000 acres. It is the healthiest large city in the world. Chicago has twenty universities and colleges. Its Museum of Science and Industry houses eight acres of exhibits. Hull House is one of the most famous social settlements in the world. Chicago is the center of a large force of highly skilled and unskilled labor.

These accomplishments are only a part of the long list of industrial and cultural "firsts" which Chicago can claim. This imposing list establishes Chicago's greatness beyond a shadow of a doubt on the basis of her extraordinary achievements. It is evident at a glance that these accomplishments are the results of the efforts of man. It is also apparent that the same efforts expended in a desert would not produce a Chicago. The achievements that have made Chicago great were only possible because of the combined efforts of man and nature. Shakespeare said, "Some are born great, some achieve greatness, and some have greatness thrust upon them." Chicago has achieved greatness through the efforts of her people, but she was born great as well. Nature was lavish in her gifts.

The glacial period, the time of the rivers of ice, left us with a lake and river system that provided natural transportation. This fact alone is enough to draw people to this area. It is this gift of nature that man developed

into our great inland water system. A second geographic factor of great importance to Chicago is its location. Situated at the foot of Lake Michigan it is the connecting link between the Great Lakes and the Mississippi waters, it is midway between east and west in the nation; it is a natural crossroads. Third, Chicago is in the center of the great plains area that enticed settlers and traders. There are no mountains here to act as a barrier; there are stretches of land that can be farmed without laborious digging of stones or cutting of trees. The plains surface was ideal for the laying of railroad tracks. Fourth the climate of Chicago is energizing and almost ideal for work. It is neither too hot nor too cold. The average annual mean temperature of Chicago over a period of 66 years according to the Chicago Association of Commerce is 49.3 degrees; the average rainfall for the same years is 32.95 inches. All of these gifts of Mother Nature are important, but they would be worth much less if the fifth fact, the "hinterland" or "the land behind," was not capable of tremendous productivity. The resources at the doorstep of Chicago are of untold wealth: agricultural, mineral, and forest. Illinois is 92% arable. She ranks first among the states in the production of corn, second in oats, fourth in wheat, and first in soy beans.

Coal stands above all other natural resources in the development of great urban centers. Professor J. Paul Goode of the University of Chicago said, "Populations have grown rich and powerful wherever there is a plentiful coal supply." Illinois ranks third among the states in coal production. Chicago has the world's largest complete refining unit for the petroleum produced in the area. The forest lands of Chicago's hinterland have made her the

largest lumber market in the country. There are a number of other materials that are easily accessible, such as: iron ore, sand, gravel, limestone, clay products, chemicals, hides, wool, and agricultural products.

The endowment of nature and the achievements of man have together made Chicago great. The combination will continue to guide Chicago's destiny in the coming Air Age. Our location was important midway between two great oceans when international trade was predominantly ocean trade; our location is just as ideal for air commerce. We live in a new world where distance has diminished and frontiers have vanished. It is very possible that we may have some ghost towns where the one reason for existence of a town has, with the coming of air commerce, disappeared but that is not the fate of Chicago. Emerson said, "Greatness appeals to the future." Chicago does just that with its diversified industry. Almost every product satisfying human needs can be made and sold in Chicago. Chicago not only is great but will always be so because her greatness is the result of a number of geographic factors, of many potentialities of the hinterland, and of many peoples with their varied gifts.

Higginson writes, "Great men are rarely isolated mountain peaks; they are the summits of ranges." The same may be said for great cities. They do not rise out of a desert or barren wasteland, they are the high point of a rich area. Seldom has a city been so favored by the gods as our Chicago.

Words and Terms You Should Understand

persecuting	ardent	lavish
mechanized warfare	interpretation	productivity
devastated	imperative	accessible
revolutionized	pre-eminent	predominantly
three-dimensional	extraordinary	potentialities
obsolete		

For Study and Discussion

1. Trace the developments that led to the settlement and incorporation of Chicago.
2. List the outstanding events that influenced the growth of Chicago. Justify your claims.
3. Prepare a two-minute talk on one of the men who helped Chicago. Include the background of the man, his achievements, and the influence of his work on Chicago.
4. Prepare a two-minute talk on an event in Chicago's history that seems important to you. Include the story of the event and the reasons for your choice.
5. Discuss the geographic factors and man-made improvements that have made Chicago great.

Books to Tell You More

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II. HOW CHICAGO EARNS ITS LIVING

Principally the people of Chicago earn their living by making a product or by buying or selling products. Manufacturing and trade account about equally for the employment of the city's people. The remaining population is engaged in supplying services of various kinds for the people employed in industry and trade. In discussing Chicago's industrial occupations it is usual to consider the metropolitan district or industrial area because it is so closely related to the life and trade of the city. The metropolitan district consists of the area of the six counties closest to Chicago including Cook County.

How do the people of Chicago earn their living? The dominant industries in Chicago have been determined largely by the same geographic factors that have predestined Chicago's greatness. The agricultural products that were raised here were determined by the soil, the climate, and the location or accessibility of the area to the markets. The industries that were established here were determined by the mineral and natural resources available. Lake Michigan acted as a 300-mile barrier forcing all trade around the southern end of the lake and thus through Chicago. The same lake offered natural transportation facilities and early in history made it possible for heavy products such as meat and iron ore to become major items of commerce. Man-made improvements in transportation multiplied Chicago's industries, her trade, and her popu-

lation. What Chicago makes and what she sells are the result of geographic factors and man-made improvements.

Chicago's industrial development has followed a pattern, the pattern of man-made improvements and man's history. The Chicago Plan Commission, in its 1942 report on "Industrial and Commercial Background for Planning Chicago," divides the industrial and trade history into five periods, and in general we shall follow that plan here.

From the time when Chicago became a town in 1833 until 1848 the industries were those that grew from the agriculture of the area around Chicago. Great amounts of grain were grown — corn, oats, wheat. As a result milling, brewing and distilling were important industries. Cattle were raised on the rich pasture lands and driven to Chicago. Its location at the foot of Lake Michigan gave Chicago a water bridge with the eastern markets for meat; slaughtering and meat packing industries developed. Forests were plentiful near Chicago, and the need for wagons and ships for the growing commerce created a young wagon and shipbuilding industry. Some furniture was also made for the people of the area.

The second period begins with the opening of the Illinois-Michigan Canal and the completion of the first section of railroad to Chicago in 1848, and closes in 1877 at the end of the era of small business. During the early days of this period manufacturing was increasing but mainly to satisfy the local needs. Several events changed this radically. First, transportation facilities increased and improved to such an extent that it was possible to look further afield for markets. Second, the invention of the reaper and thresher revolutionized farming. Farm production was increased to such an extent that improvements

had to follow in the methods of milling grains. This in turn caused an increase in the size of factories. More grain and factories brought more shipping; more ships, more people and the need to satisfy their countless wants. This same period saw many other scientific improvements and inventions that affected industry. The telegraph and telephone played their part; better communication meant better business. Third, the Civil War was basic in setting the pattern of Chicago's industrial growth. The army needed large quantities of meat. Chicago was not in the direct line of battle; it had excellent transportation facilities; it was not too far from the scene of warfare; and its meat industry was well established. It was only natural that huge orders were received from the government for meat. McCormick's reaper was being manufactured at Chicago when the war broke out. Thousands of these reapers were needed to replace the men on the farm who had to go to war. The large scale manufacture of the reaper led to nation-wide business and to the manufacture of other agricultural machinery. A new industry grew here as a result of the war and remained with us. Uniforms for the soldiers were needed in quantities. Factories were built to satisfy needs of the army. When the war was over, it was but a step to the manufacture of men's clothing. These three industries — the manufacture of farm implements, meat packing, and the manufacture of men's clothing — continued to be of the greatest importance in Chicago for a long time.

From 1877 to 1897 there was an "Age of Trusts," a period of "Big Business" that was a direct outgrowth of the rapid expansion of business during the Civil War. Meat packing and by-products, and men's clothing were

the two leading industries throughout this time. Furniture making, that had started in our earliest days to supply Chicago's needs, grew to an industry of major proportions. The manufacture of iron and steel began at this time. As factories of many kinds made their appearance on the Chicago scene with their machinery requirements, and as steel-frame construction of buildings became popular, there was an urgent call for iron and steel. With coal and limestone right in Illinois and iron ore available by lake transportation from the Lake Superior region, with the Bessemer process that had been introduced in the 1860's, and with the abundant labor supply due to immigrations, Chicago was all set for what one day would become her number one industry.

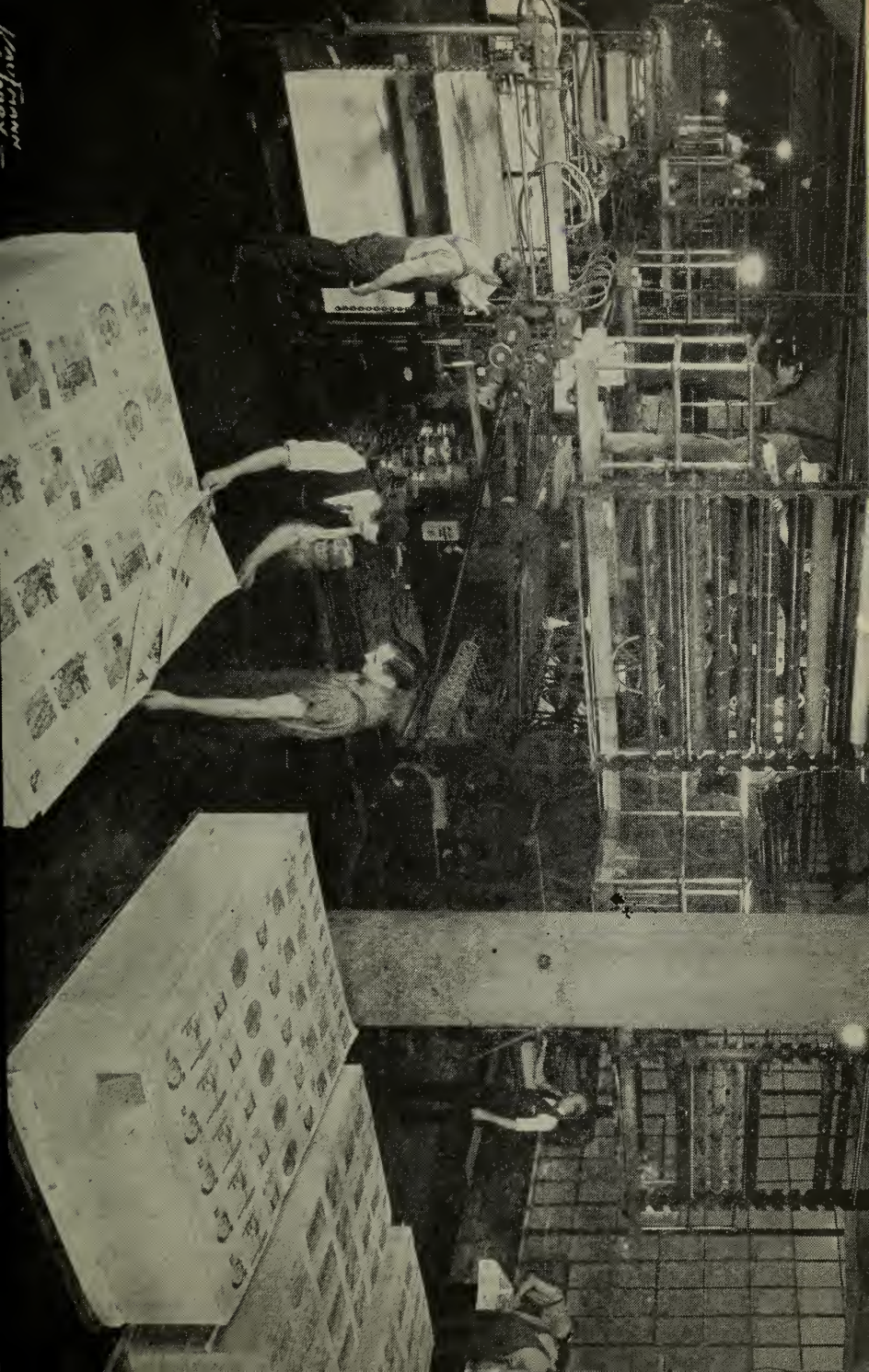
The "Golden Age" of industry in Chicago was from 1897 to 1918. Anti-trust laws were passed by Congress but they lacked teeth. Big business continued to grow bigger; trusts and combinations were the order of the day. The "Big Three" of Chicago's industry, meat packing and by-products, men's clothing, and the furniture industry maintained their rank until 1914. Iron and steel manufacture then moved into first place among Chicago's industries because of orders due to World War I. Meat packing and by-products were second in importance. It is easy to understand that meat packing would be an essential in war as in peace. Third in importance during this Golden Age was the printing and publishing business. A city of Chicago's size would naturally have a number of newspapers with large circulations. Chicago required books for her many schools, colleges, and for her reading public. The city had become the home of two large mail order houses that required enormous quantities of catalogs for

the territory they served. These are a few of the reasons for the striking expansion of the printing and publishing business. Furniture making and clothing manufacture at this time ranked fourth and fifth respectively among the city's industries.

The fifth period of industrial development was from 1919 just after the war until 1940, just prior to America's entry into World War II. A distinctly new trend is noticeable. Until this period the tendency was to centralize manufacture, but from 1919 on there was an increasing trend to decentralize. Manufacturing companies moved to locations near the city's borders, some just inside and others just outside the city limits. The taxes were definitely lower, construction costs were less, and yet the factory was close enough to the city to have all the advantages of it: a plentiful labor supply, excellent transportation facilities, and nearness of supply and markets.

There was another important trend in the period — an "unbalance between producer's and consumer's goods." There was an increase in the output of such producer's goods as electrical equipment and chemicals and allied products. There was a decrease in consumer's goods such as meat-packing products, men's clothing, and furniture. This was the period of prosperity followed by a great and prolonged depression. With thirteen million people unemployed it is not surprising that consumer's industries would suffer, that furniture, for example, would drop to seventh place. When people have not enough money they do not spend what little they have on furniture and unnecessary items.

Iron and steel making was the top-ranking industry, printing and publishing was second. In 1940 for the first



time Chicago was not first in the meat-packing industry in the nation. The tendency to decentralize was felt in the meat industry. Several conditions were responsible for this. The trucking or motor carrier business and refrigerator cars made smaller scattered industrial areas possible. The exhaustion in Texas of free pasture land and the new practice of fattening cattle on cotton seed meal, encouraged meat-packing centers in the South. Secondary industries such as paper and allied products, transportation equipment, autos and accessories, and building materials assumed important places on the list of industries.

There were two hundred and fifty different types of products made in the city and three hundred and fifty in the Chicago area in 1937. There were 8,000 industrial establishments, and 400,000 wage earners whose annual income amounted to \$500,000,000. In 1937 Chicago produced 6.3 per cent of the nation's industrial output, and her wage earners received 10.3 per cent of the nation's industrial wages.

In summary, originally manufacture was related to local products and needs. Inventions and the Civil War changed the trend to large quantity manufacture and to things needed for war. The Big Business period in the United States history affected us in Chicago; it kept some important industries and brought new ones. The Golden Age was a continuance, more or less, of Big Trusts. The trend to decentralization changed some industries but not all. There was an increase in productive goods and a decrease in consumer's goods.

The war years from 1941 to 1945 were patterned by our war needs. The iron and steel industry, meat-packing and by-products industry reached new highs in production.

Some new industries came to Chicago, including an aluminum rolling mill, plants producing new-type electronic equipment, airplane engine factories, and a plant producing finished transport planes. Generally speaking, business and industry both profited and expanded during the war. The trend toward decentralization, except in the cases of the new aviation industries established, was temporarily stopped. The postwar period will see a mounting necessity for solving this problem. It is the opinion of many that Chicago missed an opportunity when it did not encourage the automotive industry and that it is essential that we now encourage the aviation industry. Aviation is not only important to Chicago as a direct source of income but it is essential as a means of transportation. It is transportation that makes possible and that encourages the flow of trade and commerce.

We have discussed the major industries of Chicago, and it is easy to understand that most of the city's people earn their living by producing or trading some item of commerce. The wages of this part of our population support a group of people who provide various services for the producers — doctors, lawyers, teachers, government workers, and many others. According to the 1940 census 1,352,218 persons over 14 years of age are wage earners in Chicago. Our people earn their living in the following groups according to the 1944 figures of the Chicago Association of Commerce: manufacturing, 34.1 %; wholesale and retail trade, 22.9 %; transportation, 10 %; personal services, 8.5 %; professional services, 6.8 %; finance, insurance, and real estate, 5.4 %; construction, 3.9 %; government, 3.5 %; business repair services, 2.6 %; and amusement and recreation services, 1.1 %. The Chicago

Association of Commerce estimates that Chicago's wartime peak of employment reached 2,300,000.

Chicagoans have a great range of occupations from which they may select a way to earn a living. They may choose to work in one of the retail stores in Chicago's "Loop." That area enclosed by the elevated lines has some of the largest and finest department stores in the world. The heart of the retail section is State Street. It is comparable to New York's Fifth Avenue. Over 60% of Chicago's department store business is transacted on this one street. The intersection of State and Madison Streets, the base of our numbering system, is called the world's busiest corner. The Loop department stores had a dollar volume of more than \$350,000,000 in 1945. As a sales clerk you may sell rugs of exquisite workmanship from Turkestan or ordinary laundry soap made in Chicago factories. As a buyer of merchandise you would frequent Chicago wholesale houses and perhaps travel to New York or Paris. You might work in the office, be a stock clerk, sew in the upholstering department, work in the tea room, or drive a delivery truck.

The clothing department is very important as you can realize when you know that twenty cents of every dollar spent in a department store goes for clothing. Sales of food equal 30% of the total sales of the retail establishments. In addition to Chicago's Loop department stores and small retail shops, there are a number of retail department stores in the seventeen major and fifty-four minor business sections or "Little Chicagos" scattered through the city. The mail-order stores of Montgomery Ward and Co. and of Sears, Roebuck and Co. do a tremendous volume of business. In 1939, our last peace year, there were

47,832 retail establishments in the city with a volume of sales amounting to \$1,514,829,000.

The wholesale trading section of the city lies just west of the Loop. The tremendous volume of business, \$5,500,000,000 in 1944, indicates the amount of merchandise handled. The peacetime business of 1939 was \$4,080,500,000, and in that year there were 7,799 wholesale establishments. There are fewer wholesale stores than retail establishments although the wholesale volume of business is greater. This is due to the great quantities of merchandise sold in wholesale transactions. The district is four blocks by eight and is located immediately adjoining the railroad terminals. Primarily the wholesale house is a place where samples may be seen. When a buyer places an order, the merchandise is delivered in desired quantities from warehouses. The most important item in wholesale trading is food. Over one third of all wholesale trading is foodstuffs. This is to be expected when we remember our great meat-packing industry and our agricultural hinterland. The Merchandise Mart has a fair sample of almost everything anyone would buy or sell. Annually 400,000 merchants from all over the United States do business here. The mammoth building has 92 acres of floor space. This is more than any other building used for merchandising. The wholesale merchant is the middleman between the manufacturer and retailer. Chicago is well named the "Great Central Market."

When we think of occupations involved in buying and selling, we cannot stop with retail and wholesale establishments. There are a host of people employed in warehouses that store the merchandise. Chicago's cold-storage plants alone account for a large part of the nation's cold-

storage space. Large grain elevators store the grain until customers wish it.

Wholesale business in food is done at Chicago's markets. The Produce Market, the Old South Water Street Market, is said to be the largest in the world. It is six blocks long and extends from 14th Place on the north to the C. B. and Q. Railroad tracks on the south, from Racine on the west to Morgan Street on the east. There are 166 modern steel and concrete store units that were built at a cost of \$17,000,000. The market is convenient to railroad transportation and is certainly an improvement on the old South Water Market which had been located along the river north of the Loop. The west Randolph Street Market or Commission Row, the Calumet Market, and the Fruit Auction House at 27th and Ashland all do an enormous quantity of business.

Between the retail and wholesale districts of downtown Chicago lies the financial section. La Salle Street is to Chicago what Wall Street is to New York. Chicago is one of the most important financial centers in the world with 37 national and 17 state banks. The total deposits in Chicago banks in 1944 equalled \$7,108,000,000. Many of the largest banking houses are located in the La Salle Street "Canyon."

To a great extent the industries of Chicago are financed by its banks. La Salle Street is famous for other financial institutions also. The beautiful Board of Trade Building on Jackson facing the "Canyon," as La Salle Street is often called, is our tallest building. It is topped by a mammoth statue of Ceres, the goddess of grains, and houses the largest grain market in the world. On La Salle Street is the Chicago Association of Commerce, an organization

whose sole purpose is the improvement of Chicago. The Mercantile Exchange on Lake Street is the only clearing house for the sale of butter and eggs in the world. The combined business of the fruit and vegetable markets and the Mercantile Exchange ranks Chicago as the largest distribution center of fruits and vegetables, butter, cheese, eggs and poultry in the world. In addition to the stock market and banks, La Salle Street houses many great insurance companies and investment houses.

It has been estimated that the basic employment of Chicago is equally divided between two sources: trade and industry. In studying the industrial employment of Chicagoans we soon discover certain problems. Some workers in factories inside the city limits live in suburban areas; some wage earners in districts outside the city live inside the city limits. In discussing the ways in which the people of Chicago earn their living, we must remember that with modern transportation Chicagoans may choose if they wish to work in any one of the industrial areas outside the city or to live in a suburb and work in the city. Almost 200,000 suburban passengers are brought in every day to work. Thousands travel from the city to plants outside the city limits every day. With this in mind it is difficult to speak of employment opportunities limited to those within the city proper. The United States Census of Manufactures has defined the Chicago Industrial Area as that area comprised of six counties: Cook, Will, Kane, Du Page, and Lake Counties in Illinois; and Lake County in Indiana. This includes an area of 3,617 square miles and adds more than a million to Chicago's population figure.

The top-ranking industry is that of iron and steel. Do

you wonder why the iron and steel industry should rank first? Try to list the uses of iron and steel. Rails, railroad locomotives, railroad cars, building framework and building machinery, cooking utensils, cans for food, vacuum cleaners, electric irons, street cars, automobiles, and on and on goes the record.

The iron and steel industry had a very modest beginning with blacksmith shops in 1833 when Chicago became a town. A single plowmaker, Asabel Pierce, started in business in 1834. A foundry was set up a year later and a stove factory in 1846. The foundry of 1835 was the real beginning of our great iron and steel works. The Civil War and the opening of the iron-ore mines of the Lake Superior region really caused a phenomenal growth of iron and steel manufacture in the Chicago district. Over one hundred thousand people earn their living in this industry. A little over half live outside the city limits due to the large mills at Gary and East Chicago. The Gary-Calumet district, the heart of the industry, is a maze of railroad tracks, huge smoke stacks, and boat docks. The iron ore of the Minnesota-Lake Superior Region, the limestone of Michigan in the Lake Huron region, and some of the Illinois and Indiana coal come by river and by lake freighters to the Calumet River and Calumet Harbor.

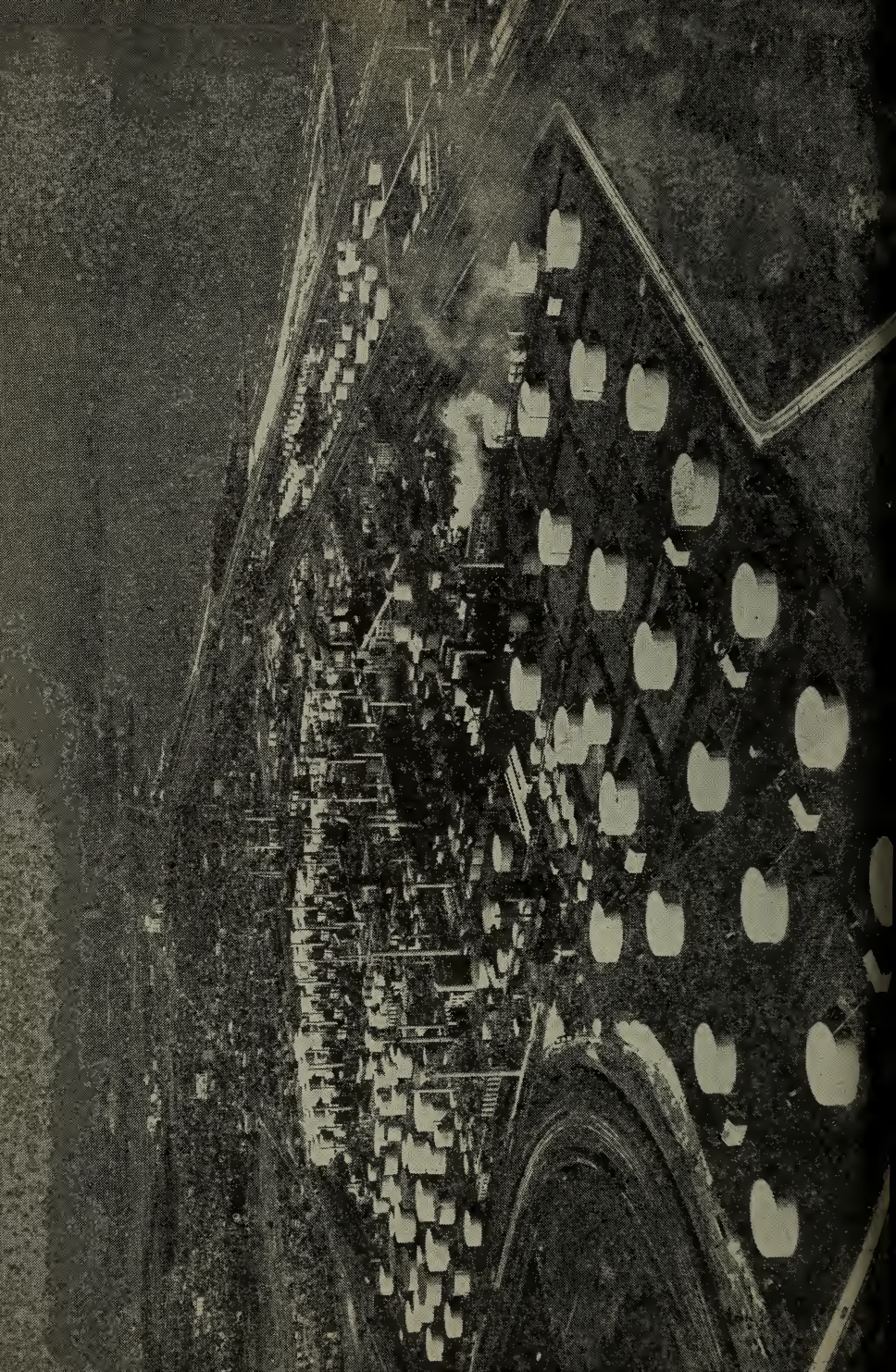
The precious heavy cargo is removed by huge electric unloaders and is placed in nearby storage yards until the great mouths of the blast furnaces are ready for them. Even the slag or scum that comes to the top as the iron ore is processed is used in making cement or in roadbeds for the railroads. The iron may be made into pig iron ingots or it may be moved along into open hearths and mixed with alloys to make steel. Tremendous tempera-

tures are required for the open-hearth method. Located in the same general area are mills where the steel can be finished. There are sheet mills and plate mills, bar mills and structural mills, rail mills and many, many others.

In driving south from the city, it is a thrill to see the bright red flames shooting high against the black backdrop of the sky from the mill chimneys. Thousands and thousands of skilled and unskilled laborers are feeding the gigantic round furnaces.

During World War II new plants were added and old ones modernized, greatly increasing the capacity of the industry in the Chicago district. Plans for further additions during the postwar years have been made. One company alone is to spend fifty million dollars for improvements. Reconversion presents few problems in change of equipment. The plants will merely change customers from the federal government to the public. The war years established new records. During the 1929-39 period the Chicago Industrial Area produced one-fifth of the nation's steel and came close to Pittsburgh's record. In 1944 steel production reached an all-time high of 18,090,000 net tons. That figure was attained by one hundred per cent capacity operation as compared to the nation's ninety-seven percent. For the same year Chicago turned out 13,115,269 net tons of pig iron which was ninety-five per cent of the capacity to produce.

Early in our history meat packing developed in Chicago. In 1825 cattle were received here for Fort Dearborn, and the very next year hogs were slaughtered for the men of the fort on the flat prairie land at the present Michigan Avenue and Madison Street. Pioneer settlers sometimes froze deer meat and shipped it by canoe to New Orleans.



The first packing house in 1831 was on the north branch of the Chicago River. Its main purpose was to supply the men of the fort. Enterprising Chicagoans shipped some beef by the uncertain ships on the Great Lakes to Buffalo in the early thirties. By 1834 a small tanning industry was established, largely to meet the demands for leather for saddles and harnesses for the soldiers of the fort.

During the 1840's six packing houses were started; and the allied industries of soap, lard, and oil became established. It was in 1843 that hogs were barred from the streets by law. At this time cattle were pastured at the edge of the city, and packers kept their hogs there in small pens. Later fences were built to enclose all livestock but it was difficult to get the animals from the yards on the outskirts to the packing houses in the city.

In 1865, when the industry had grown and had firmly entrenched itself due to the Civil-War orders, the various packers saw the need of better organization. The old John Wentworth farm at Halsted and 39th Street was purchased for the yards, and the packing houses were built near by. The Union Stockyards served all the packers and was managed independently. Railroads gave direct access from the shipping point to the yards.

By 1870 meat packing had become Chicago's leading industry. The invention of the refrigerated freight car in 1874 solved the problem of long-distance shipping. New markets were opened to us. By 1885 daily purchases at the stockyards were over one billion dollars. Before World War II, 1919 was the peak year in the meat packing and slaughtering industry. Due to conditions previously stated, Chicago's percentage of the nation's business gradually dropped from 28.9% in 1919 to

16.1 % in 1939. Meat packing lost ground in Chicago; other places, notably in Texas and Missouri, were developing. During World War II the output of the industries here reached new highs. In 1944 there was a 56 % gain over 1938, making the production 28,500,000,000 pounds, including lard. The same year shows a total of 10,995,089 head of livestock slaughtered. With these figures in mind and the knowledge that once more meat packing is the second industry in the city, we can appreciate the opportunity for employment in this field.

Chicagans interested in this industry may choose to work in the yards tending the livestock. It takes a good many people just to unload, water, feed, weigh, and place the animals in sections of the yards. The job of caring for the livestock has been likened to the work of a hotel. Here the animals are given rooms and service until they are sold. Perhaps, you would like to be one of the many commission agents. Cattle raisers send their cattle to the yards and assign certain commission agents to sell the cattle for them. Commission agents are really salesmen. They are in the yards every day until three o'clock selling livestock for the cattlemen to packing house buyers.

Great numbers of people earn their living in one of the many jobs in the packing house — slaughtering, dressing, smoking, packaging, selling, or delivering meat. Meat packing has been a colorful industry in Chicago as well as a great one. The strong figure of Armour stands out as an early giant. Sandburg in his famous poem "Chicago" has called us "hog butcher to the world." It is a far cry from the modern sanitary packing houses, where all meat is federally inspected, to the unsanitary plants that caused such books as Upton Sinclair's *The Jungle* to be written.

Armour and Company and Swift and Company are two of the major plants in Chicago today.

Thousands of our people earn their living in one of the allied industries of the meat-packing business, such as: leather, wool, hair, shoes, soap and glycerin, fertilizer, glue, horn, casings for sausage, and strings for musical instruments. The leather and shoe industry, which became well established because of army needs in the Civil War, and our soap industry have grown. Today they are of considerable importance. The shoe conventions held here attract many buyers as do our fine shoe stores with their beautiful shoe displays. Chicago has become a shoe styling and buying center. As for the soap industry, from its humble beginnings it has attained third place in the nation.

With the founding of our first newspaper, the *Chicago Weekly Democrat*, in 1833, the infant printing and publishing business started. It began to grow in importance after the Civil War when times were prosperous and people became more interested in the news and reading in general. The railroads with their need of printing were firmly established and growing fast. Until 1918 the printing and publishing of newspapers remained the prime concern of the industry. The striking increase in the volume of business of companies that require the services of printing and publishing plants, is responsible for the rapid growth of the industry.

In 1940 printing and publishing ranked second in Chicago's industries; but because of the great increase of meat packing due to the war, and shortages of paper and labor, by 1944 printing and publishing had been pushed back to third position. Sears, Roebuck and Company's billion-dollar gross income in 1944 helps explain the

importance of the printing-and-publishing industry. Think for a moment of the number of catalogs that a business of such tremendous size requires, to say nothing of the needs of Montgomery Ward and Company and of smaller mail order houses. Think of the telephone directories needed for the 1944 record of 1,166,859 phones in Chicago! Our location in the midwest and near the population center of the United States has drawn publishing companies to our city. It is cheaper to mail periodicals and books to the nation from Chicago than it is from New York. Our numerous railroads need tickets and timetables. Chicago's newspapers are each in part responsible for the size of the printing and publishing industry.

Chicago publishes more trade catalogs and telephone directories than any other city in the world. It has the world's largest mail-order business; one of the mail-order houses alone prints one hundred million catalogs yearly. A single daily newspaper has a reading public of more than a million. Marshall Field's claims the honor of selling more books than any other retail concern in the world. The Chicago Public Library circulates over ten million books a year. This all adds up to an enormous volume of printing and publishing which in turn means many and varied jobs for Chicago's people. Although printing companies are scattered throughout the city a number of them, including the two largest, Donnelly and Sons and Cuneo Press, are located on the near south side between 18th Street and 31st Street just west of the lake-front development.

The diversity of occupations offered in Chicago's industrial area is greater than can be found in any other city in the world. The kinds of work available in the 10,000

factories are so numerous that a discussion of all of them would require a good-sized volume. We have discussed some of the major ones at length and a bird's-eye view of a few of the others is essential.

Petroleum refining ranks fourth in the Chicago area's industries. Most of the plants are in Whiting, but Chicago's retail trades and service occupations benefit by the wages of the workers in the industry. Every car owner pays lower prices for his gasoline because of the short distance it has to be transported; factories using oil and by-products benefit by low costs due to the proximity of the refining plants. Many people find employment in producing the allied products of the industry.

The manufacture of machinery in Chicago started with the production of reapers by McCormick in 1847. The business grew rapidly as the Midwest farms were settled and to satisfy the needs of the Civil War. The production of machinery today ranks fifth among the city's industries. It includes far more than farm machinery although Chicago does make more farm implements than any city in the world. Foundry and machine-shop products are basic to the industry. Chicago has a reputation for excellent machine tools.

The manufacture of electrical machinery is a fast-expanding field. The Western Electric Company in Chicago and Cicero employs thousands of Chicagoans. This one company offers as many kinds of work as may be found in some of our small cities. Research workers, draftsmen, technicians, skilled laborers, office workers, and salesmen are but a few of the employees who make a living in this plant.

The invention of electrical machines for household

tasks alone has opened huge avenues of occupations. We have traveled a long road from the days of pioneer house-keeping via electrical appliances. We do not have to dust our furniture or floors, nor do we have to clean our curtains or walls very often, if we have a new electric "house-maid" that washes the air we breathe and keeps it dust free. We can sit in our living room and by television radio see as well as hear Horowitz at the piano in New York. Tomorrow we may be able to read our newspaper as it comes from an attachment to our radio. The Telephone Company has a license to operate vehicular telephones. They have been installed in some taxicabs. We may carry on necessary business as we drive along in our car by means of the vehicular telephone. There is plenty of room for ingenuity and skill in the rapidly growing area of electronics.

Chicago leads in the manufacture of confectionery. Its candy industry began the year Chicago became a city — 1837. John Muhr is credited with making the first candy for commercial purposes. By 1940 the candy kitchens of Chicago made one-third of the nation's candy, employed 15,000 workers, and the gross yearly business was \$100,000,000. Man has had a sweet tooth ever since the days of the Egyptians who, according to one authority, made a candy of chopped figs, nuts, and fruits sweetened with honey and molded into various shapes, such as flowers. More than 2,000 varieties of candies are made in Chicago. One firm makes 50,000,000 pounds a year. Modern candy factories have machines for many of the steps in production. Three hundred pounds of Jordan almonds can be candy coated in one hour by one worker. Some of the work must be done by hand by skilled workers.

The modern nickel candy bar has replaced to a great extent many of the old-fashioned sweets of which Eugene Field wrote so glowingly: Boston beans in tiny pots, button candies on paper strips, fried eggs in tiny tin frying pans complete with a minute spoon with which to eat — your choice for a penny. Workers in the confectionery business use the products of twenty-eight countries.

The baking business of Chicago is just as fascinating as that of the candy kitchens. Factory-type baking owes its striking development to the growth of the chain-store grocery business after World War I. These great organizations began producing the goods they sold. Among other things they began baking bread in great quantities by the factory-type method. Thousands of people are employed in producing bread and other bakery products. It is one of the nine industries in Chicago that does an annual business of more than \$100,000,000. It draws its materials from the grain fields of the North Central States. Workers in this line are not affected as much as most in times of depression because the demand for bread is a constant one. Factories are subject to strict supervision and regulation by the Health Department. Some firms advertise that their products are untouched by human hands; the entire process is done by machine.

Women's clothing, men's clothing, motor vehicles, oven coke and coke-oven products, paint, tin cans and tin ware, radios and phonographs, and a host of others, rank high in Chicago's industries and offer a wide choice of occupations. Not to be forgotten is the young but growing aviation industry that will soon take its place with the best.

Industries and trade account for the greatest number

of wage earners in Chicago, but there is another group that accounts for about one-third of Chicago's workers. These men and women provide various service functions that are essential to those people engaged in manufacture or commerce, services vital to the life of the city.

Of these service occupations the people who run the transportation facilities account for the biggest single group. Streetcars, elevated lines, subway, motor coach, motor carriers, railroads — all help to get the workers to their place of business; all help to get materials for manufacture and the articles of trade where they are needed, when they are needed.

Chicago is the hub of the railroads of America. It has grown from its ten miles of Galena and Illinois Union tracks in 1848 to the largest railroad center in the world. There are twenty-two trunk line railroads serving the city and nation. No train passes through Chicago. Each day 45,000 freight cars are handled; this is more than are handled by New York City and St. Louis combined. Even though railroads employ fewer people than formerly because of the competition of automobiles, motor carriers, and airplane service, the Chicago people working for the railroads number in the thousands. Three railroad shops alone in the Chicago Industrial Area employ 22,000 persons. As a result of Chicago's position as a railroad center, it manufactures more railroad passenger cars and Pullmans than any other city.

Motor trucking companies provide a daily service between Chicago and 24,000 communities.

Chicago provides transportation facilities by water that are exceptional. The lake front from Waukegan to Gary extends 90.5 miles and is known as the Chicago Harbor

District. Fifty-two miles of this district have docks and inland waterway points. Chicago really has two ports, the Calumet Harbor near the steel plants, and the port of the city itself. The Illinois-Michigan Canal opened in 1848 began the increase in freight traffic with the south, but Chicago grew so fast that it soon proved inadequate.

Today a barge system on the Chicago Sanitary Drainage and Ship Canal connects Chicago and New Orleans and points along the way. The traffic over this canal has almost doubled every year since it opened in 1933. This waterway in 1944 carried 7,250,000 tons. That was a greater tonnage than that handled by the Panama Canal. The Great Lakes shipping figures according to Chicago Harbor receipts for 1944 equalled over 51,000,000,000 tons.

Do you remember the dugout canoes that handled the first commerce? Do you remember the sailing vessels often wind-tossed that had to discharge their cargo into small boats out in the lake because we had no harbor? Nature was prodigal with her gifts, but the debt we owe the energetic, farsighted men of Chicago for their improvements upon nature is almost beyond understanding. Every port added is a market added. Every market added means more work and income for the people of our factories and trading companies.

Chicago has not reached her peak capacity; the Lakes-to-Gulf waterway and the Great Lakes-St. Lawrence route will make her the greatest port in the world. Ocean-going vessels will be able to load and unload their cargo at her docks. We have an international trade now. This will be a force that will increase it beyond estimation.

Railroads, motor carriers, and lake and river freight

are aided by aviation. Eight of the major airlines have terminals in Chicago. The Chicago Municipal Airport, opened in 1927, handled 363,928 shipments by air express in 1944. There are a number of small airports registered in the Chicago area which cater to smaller ships. They are scattered about the edges of the city and are becoming popular with the air-minded public. The small fields are at least 160 acres in size and have runways 2,500 feet long for the takeoff of small planes.

In addition to these means of transportation serving passengers and freight, our local or city systems make it possible for the city's business to exist by carrying people to and from work. In 1859 the first local transportation system was established. The horse-drawn streetcar operated on State Street between Randolph and 12th Street, or Roosevelt Road as it is called today. Two other routes were started in the same year: one ran on Madison from State to Halsted; the other was on Wells Street from the river north to Chicago Avenue. Extensions were added as the city grew and in 1882 cable cars gradually replaced the horse cars. Trolleys came into use after electricity became common. In 1913 the first step toward a unified traction system was taken when all surface line companies were merged. One fare meant transfer privileges throughout the city on the surface lines.

Steam-powered elevated lines were built in 1892 to help carry the growing numbers of people who lived farther from the center of the city and their places of work. The elevated line ran to the south side; by 1893 there was a route connecting Oak Park with the city. The famous Loop, the elevated structure that encircles downtown Chicago, was built shortly after this. When elec-

tricity became common, the elevated began using it as a means of power.

With the invention of the automobile and its improvement, motor-coach companies started routes that aided in getting Chicago's wage earners to their destination. This method of conveyance is one of our major means of transportation.

The city is also served by two tunnel systems, one that is used for street railway purposes and the other for the transfer of freight from the freight stations to the factories. State Street department stores get the merchandise they sell delivered via the tunnel system. Few people walking along the downtown streets realized there is a maze of 62 miles of underground tunnels operating under their feet.

In 1944 in round figures the Surface Lines had 843,000,000 cash passengers, the "L" had 193,000,000 passengers, and the Chicago Motor Coach routes carried 71,000,000 passengers. The privilege of transfer from one type of transportation to another has helped materially. The lines need reorganization of management and new equipment to serve adequately the needs of a city like Chicago. During the hours when people are going to and from work, every conveyance is packed solidly with its human cargo. Most Chicagoans are strongly in favor of a unified traction system. Industry and trade cannot flourish without adequate transportation. They may be the framework, the skeleton of the city, but transportation is its lifeblood.

The boy who shines our shoes, the tailor who presses our clothes, the beauty operator who helps make women lovely, the barber who helps make men well groomed, the cleaner who cleans our clothes, the laundress who washes

and irons our household linens — all serve our personal needs. When all the occupations of this type are listed and the employees are counted, we find a little more than eight out of every one hundred persons are so employed.

Workers may have accidents. People are subject to an endless variety of ills. Within the city's borders are a group of people whose life work is caring for the sick. Physicians, surgeons, specialists in every branch of medicine, dentists, oculists, and nurses are at call whether the need is small or great.

Another group solves our business problems. Corporation lawyers, criminal lawyers, and general lawyers help us. They see that contracts are in order in business deals. They prosecute civil suits. They provide defense or prosecution as the case may be in criminal trials. They will even assist us in figuring our income tax.

These professions offer good financial returns. They require a long period of education and training and special aptitude or talents.

Men grew wealthy on Chicago's land in the wild days of speculation. They make excellent livings today buying and selling Chicago real estate. Almost 4% of our population earn their living in one of the building trades. Architects, contractors, excavators; cement men, bricklayers, iron structural workers, roofers; plumbers, carpenters, and painters are all part of the four out of every hundred who build the one-family home or the fifty-family apartment house, the single store for the business man, or the 92 acres of stores in the Merchandise Mart.

Even a few people living together require some government services. No mass of people can live in a small area of land without many government services. There is a

considerable range in types of occupation, training and skill required, and in remuneration. There are the city officials — the mayor, city clerk, treasurer, and aldermen; the teachers; the librarians; the municipal court employees; the city engineers; the police; the firemen; workers in the city's water system, park system, street and sanitation system; and the health-department employees.

Some of these positions are appointive; some require the applicant to pass a civil-service examination; some have educational requirements; and others are elective. The City of Chicago employs more than three people in every hundred to provide the numerous government services furnished its citizens.

In Chicago some of the people are employed by the federal government. Many of them are post-office workers. The world's largest post-office building opened in 1934 and is located in downtown Chicago. Many substations are located throughout the city. The postal employees handled in 1944 almost two billion outgoing letters; close to eighteen million bags of outgoing parcel post; and over seven million, two hundred fifty thousand outgoing bags of other classes of mail. The receipts for the year 1944 were over sixty and a half million dollars, and the employees numbered over ten thousand. It would be wonderful to hear what John Kinzie, or Captain Whistler, or the first postmaster Jonathan Bailey would say to those figures.

In the days of "Mad" Anthony Wayne, after the 1795 Treaty of Greenville, once a month a soldier came on foot to the few log houses with the mail. Mail was delivered to John Kinzie's home in 1831 and Jonathan Bailey was appointed postmaster. He distributed the few letters that

came every two weeks. The second postmaster, John Hogan, had a variety store and was appointed to his position late in 1832. He used half of his store for the post office; old boots nailed to the wall served as mailboxes. Daily mail deliveries date from 1837, the year that Chicago became a city.

The services of the post office today include far more than the delivery of letters. The desire of the soldiers during the Civil War to send money home brought the money-order system into being. The Postal Savings System permitting people to do their saving with the United States Government was established in 1811. Packages may be sent through the mails by parcel post. Most of the handling of the mails must be done by hand. To get the alert, capable workers that efficient service demands, civil-service examinations are given periodically. Postal employees, if they do their duty, have security in their jobs as do all civil-service employees.

The utilities of gas, light, and telephone are privately operated by corporations like our transportation companies. They are supervised, however, by departments of the city government. Each utility is further controlled by means of franchises or licenses. A franchise gives a private corporation the privilege of operating its business under specific conditions for a limited length of time. The rates that may be charged the public are usually stated. Periodically franchises expire, and then a company must seek a renewal of its privileges. In this way the public can be assured of reasonable rates and excellent service, for the essentials of living in a city. What would the homes or places of business be like without gas, electricity, or the telephone? Communication ranks with transportation as

a fundamental service in modern living.

Utility companies employ thousands of people. Construction work, repairs and maintenance functions, research departments, and office work provide opportunities for skilled and unskilled workers. The toll and long-distance calls alone handled by the telephone operators in Chicago in 1944 numbered well over 100,000,000. These operators represent but a tiny fraction of the utility employees. From the small beginnings of the gas company in 1849, the first telephones of 1878, and the first electric service in 1880, our utility corporations have grown until they are giants in size. From the simple crude equipment of their early days, science and invention have carried these service companies forward at an almost unbelievable pace. We live in a world today that would sound like the Arabian Nights to the people of just a century ago.

All is not work in beautiful Chicago. The opportunities for recreation discussed in the next section of this book are many. Amusement places and recreation centers provide relaxation and pleasure for the leisure hours. For some people, one out of every hundred, the recreational facilities of the city are the means by which they earn a living. People of athletic ability find outlets for their talents serving on professional teams of various kinds or supervising playground athletics. Those of artistic inclination may earn their livelihood on the stage or in the concert hall. Some will prefer the atmosphere of the carnival that prevails in Riverview Park. In every one of these there will be opportunities for those who do the work behind the scenes. Thus the general population, in the words of the old nursery rhyme, does

not have the "all work and no play" that "makes Jack a dull boy."

Every modern city offers work to its people; the people and the work make the city. There is no city that offers a greater diversity of occupations than Chicago. There are few cities that equal the general wage scale paid. The heights that may be reached by men of ability and vision are unlimited. The destiny of Chicago is not in the hands of the few, however, it lies in the abilities of all of its people. To the degree that each of us chooses the occupation for which he is best fitted, to the degree that each of us does his best work every day, Chicago can and will become the mecca of the universe.



Words and Terms You Should Understand

metropolitan district	productive	barge system
dominant	phenomenal	prodigal
geographic factor	gross income	terminals
man-made	trade catalogs	cater
improvements	proximity	unified traction
radically	allied products	system
by-products	draftsmen	conveyance
proportions	technicians	remuneration
urgent	research workers	applicant
unbalance	skilled laborers	civil service
decentralize	via	franchise
tendency	vehicular telephone	fundamental
patterned	ingenuity	crude
automotive industry	electronics	mecca of the universe

For Study and Discussion

1. Divide the occupations of Chicago into three general divisions.
2. Discuss the factors that determined the occupations of the Chicago area.
3. Outline the five periods of industrial development. Include the principal industries and the reasons for their importance.
4. List the major classifications of employment in Chicago.
5. Prepare a two-minute talk about an industry in which you might find employment in Chicago. Include its historical background, its extent, and the opportunities and requirements it offers for employment.
6. Discuss the necessity for service occupations in a city.

Books to Tell You More

Chicago Plan Commission. *Industrial and Commercial Background for Planning Chicago*. 1942.

March issue of "Commerce" each year has current statistics. *Chicago Association of Commerce publication*.

Writer's Program (Illinois). *Chicago's Candy Kettle*. 1941.

Stories from the Stage in Chicago. 1941.

Thirty-five Million Letters a Day. 1941.

III. HOW AND WHERE CHICAGO FINDS ITS RECREATION

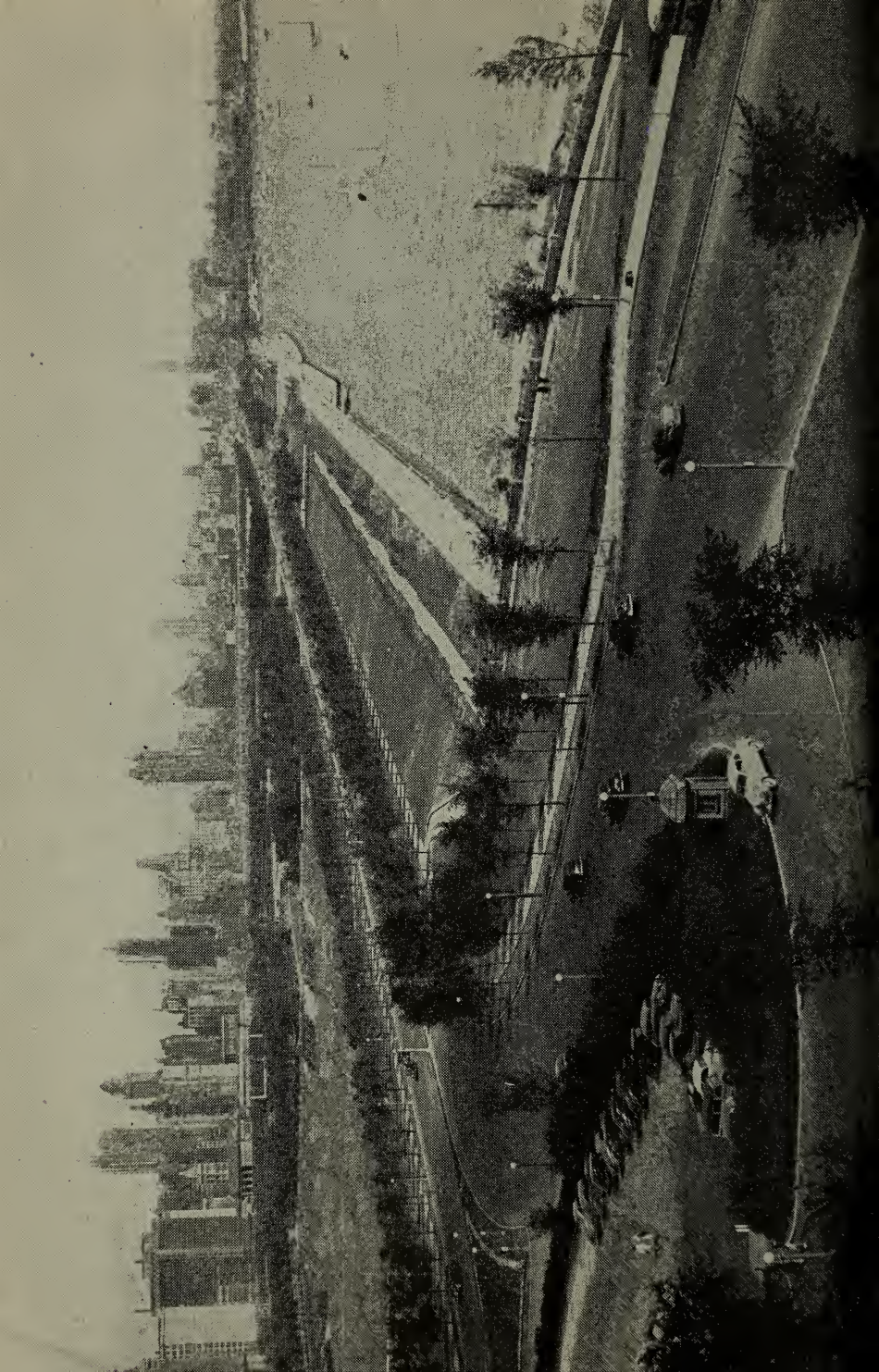
Abraham Lincoln said, "I like to see a man proud of the place he lives in." How could anyone live in Chicago and not be proud of her? We have problems, many of them, but we have done and are doing something to solve them. One of our problems was making Chicago the city beautiful, creating a pleasant place in which to live. We have not finished, perhaps we never shall because we shall always wish to improve. As we climb the hill toward the peak of our ambitions, it is good sometimes to stop and look at the road that we have traveled. It fills us with hope and desire to continue on our way.

Chicago's recreation facilities that are free to all are sufficient to provide entirely for our leisure time. Most of these are centered in the park system of 136 parks, which cover an area of close to 7,000 acres, scattered throughout the city. There is almost every type of recreation offered.

The Chicago parks made their beginning in 1839 when provision was made by the two-year old city government for Dearborn Park. The park occupied a half square where the Chicago Public Library now stands on Michigan Avenue between Washington and Randolph Streets. The Illinois Legislature in 1869 passed an act that gave Chicago the authority to organize the South Park, the West Park, and the Lincoln Park Districts. At that time the districts were such that the entire city was served by them.

As the city grew and neighborhoods developed, many sections had no park or boulevard facilities. In 1895 the Illinois Legislature passed an act that made it possible for sections of the city to establish their own local park districts. This was done until, by 1930, there were nineteen small park districts and the three original large ones. Each district had its own commissioners and its own policies. Some districts offered better services than others. After some delays the twenty-two districts were officially unified in 1934 as the Chicago Park District. This unified system makes it possible to operate our parks for less money, to have the same regulations for all, and to give modern recreation service of a uniformly high standard in every section of the city. The exceptional program of creative activities and organized athletics is based upon opportunities offered under the supervision of J. Frank Foster in the South Park System before the districts were united. Much has been done since to further develop the basic ideas of the original South Park program.

Chicago is justly proud of its fifteen large parks with their famous museums, art galleries, conservatories, zoos, beaches, public gardens, and statues. Each of them has its own special claim to fame, its own charm. Many of the outstanding recreational and cultural opportunities of the city are in these major parks. Chicago is a resort city; it actually has more visitors during the summer than the number of Chicagoans who go elsewhere to spend their vacations. One reason for this is the location on the lake with its 2,700 acres of lake shore land that have been developed in our parks as play areas. There are thirteen beaches on the lake front as well as a variety of water sports to attract vacationers. There are twenty-eight miles



of beautiful lake front within Chicago's boundaries.

Lincoln Park with its 1,000 acres is the largest park and one of the oldest. It was founded in 1864 with 80 acres as Lake Park. When Lincoln was assassinated in 1865, the park was renamed Lincoln Park. To some of us Lincoln Park means the zoo, peanuts, and the monkeys; to some it is the impressive, standing bronze "Lincoln" by St. Gaudens; some thrill to Belmont Harbor with its white sails against the blue sky; but to all it should mean an impressive list of things to see and an interesting list of things to do.

Grant Park with its 300 acres is the beautiful front yard of downtown Chicago. After the Chicago Fire of 1871 the wreckage of the buildings was dumped along the shore of the lake, thereby creating a narrow strip of "made" land. Since that time much more land has been made, and on that land lovely gardens and sweeping lawns have been planted. Carefully matched American vase-budded elms line the drives bordered by the broad expanse of lake and the famous Chicago sky line. Here we have four world-famous museums, a great outdoor amphitheater, the band shell, a yacht basin, and one of the loveliest fountains in the world.

Burnham Park with 598 acres and its miles of beach and play area is comparatively new in Chicago. It was landscaped and developed on the site of the 1933 Century of Progress after the Exposition buildings were removed.

Jackson Park, third in size with its 543 acres, is one of the old parks. Little was done to it until the Columbian Exposition in 1893 when it was exquisitely landscaped. The park was completed in 1904 and has its share of attractions. Chief among them are the Museum of

Science and Industry and the Japanese gardens and pavilions, both of which are reminiscent of Columbian Exposition days.

The Midway, a broad, tree-lined, double drive boulevard, connects Jackson Park and Washington Park. Along this drive are the beautiful buildings of Gothic design of the University of Chicago; at the end of the drive is Lorado Taft's colossal sculpture, "Fountain of Time."

On the west side is Chicago's Garfield Park with its Botanical Gardens, and Columbus Park with its natural prairie landscape. On the northwest side is Humboldt Park. It is famous for exquisite rose gardens. There are seven thousand plants and thirty varieties of roses to be seen at the peak of their beauty in June.

In this brief overview of Chicago's largest and best-known parks emphasis has been placed principally on some of the beautiful and interesting things to see. To some people that is the kind of recreation most enjoyed. Our parks, big and small, have developed the active side of recreation as well. There are nearly one hundred field houses in the Chicago Park District. They are centers for both indoor and outdoor activities. All recreation service is under expert guidance and supervision.

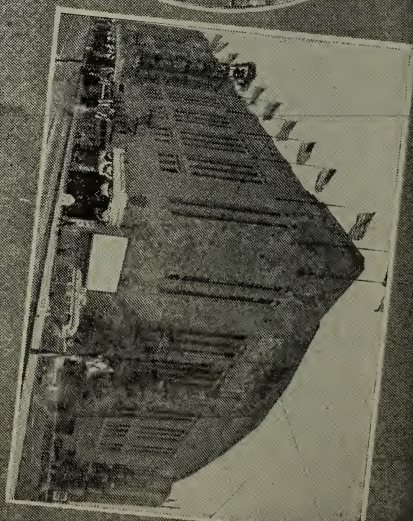
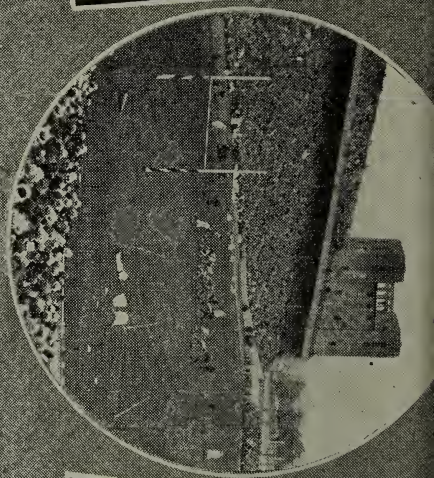
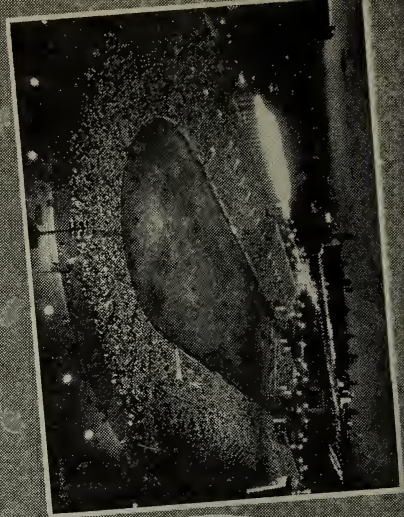
Some of the indoor facilities provided are swimming pools, auditoriums, gymnasiums, clubrooms, game rooms, libraries, machine shops, and infant-welfare stations. Young and old Chicagoans can find something to suit their tastes. Artcrafts and handicrafts are fostered; permanent leisuretime hobbies are encouraged.

Outdoors the facilities offered are just as well-organized as those indoors, and they are even more numerous. There are athletic fields for football, soccer, cricket, and running

tracks. More than one hundred baseball diamonds and almost three hundred softball fields entice us each year when spring comes to Chicago. Bathing beaches line the lake front, six of them have beach houses with showers and locker rooms, and five have excellent beach ovens for summer picnics. There are outdoor swimming pools and wading pools for tiny tots. If you prefer your water sports on the water rather than in it, there is boating on the lagoons in Lincoln, Jackson, Garfield, and Humboldt Parks. Yacht harbors are located in Lincoln, Burnham, and Jackson Parks. Excellent fishing may be enjoyed at many places along our lake front. After September 10 fishing from rowboats in some of the park lagoons is allowed. Every year the lagoons are restocked to provide many hours of pleasure for the enthusiast. There are special casting ponds and organized casting clubs open to all in Garfield, Jackson, Washington, and Lincoln Parks.

Almost seventeen miles of tree-shaded bridal paths extend through Lincoln, Columbus, Jackson, and Washington Parks. You may play tennis on one of the numerous courts. Nine-hole golf courses are located in Lincoln, Columbus, and Marquette Parks. Jackson has an eighteen-hole course. There is a small fee of twenty-five cents for nine holes, but the number of people who play prove it is well worth the quarter.

There are horseshoe courts, LaBocce courts, bowling greens, and roque courts. There are rifle ranges and archery ranges. Humboldt Park has one of the fastest and safest bicycle bowls in the country. Wintertime does not stop the fun; it brings ice skating to the lagoons and tobogganing to some of the parks.



The playgrounds for children are in every part of the city and in the forest preserves that border it as well. The forest preserves are a source of recreation in their own right with their wonderful trees, wild flowers, picnic grounds, and shelter houses. The wooded foot trails and bridle paths are a joy to all. Some of the preserves draw us because of their swimming pools, some because of ruins of old French forts and Indian villages. The Chicago Zoological Gardens, or the Brookfield Zoological Gardens as it is often called, is the largest of its kind in the world. The zoo is on a tract of land that was the gift of Mrs. Rockefeller McCormick and our forest preserve system. Perhaps the best part of our preserves is the opportunity they offer to spend a day in the sunshine completely relaxed. The spring green in its countless shades and the glorious autumnal coloring beckon equally to the city dweller. Chicagoans are proud of their outer park or forest preserve system of 34,000 acres, the largest in the world.

We have mentioned the famous museums. Let us see some of the things that we might find in them. The Chicago Natural History Museum, formerly known as the Field Museum, was founded in 1893 by Marshall Field. It is one of the four great scientific museums of the world. It has exhibits from almost every part of the globe, a lecture hall, a theater, and a library of more than 100,000 scientific books. The museum aims to give people a knowledge of the world in which they live. The contents are classified into four main divisions: geology, the study of the earth as we read it from the rocks; botany, the study of plant life; zoology, the study of animal life; and anthropology, the study of man. The exhibits are lifelike and marvels of scientific accuracy.

The Shedd Aquarium was founded by John G. Shedd who was president of Marshall Field and Company for twenty years. The aquarium was opened in 1930 and houses the largest and finest collection of fish in the world. It has salt-water fishes from the Atlantic and Pacific and fresh-water fishes from every continent in its tanks. There is the red-tailed catfish and the black angelfish, the star fish and the Australian lung fish, and an endless number of fascinating creatures of the waters. The building itself is a work of art and worth a trip to see. It is octagonal in shape, made of white marble, and the stone and metal decorations are of aquatic and marine life. Six and a half million people visited the "world's largest fishbowl" in one year.

The copper-domed Planetarium where the drama of the heavens unfolds before our eyes was founded by Max Adler and opened in 1930. The Adler Planetarium and Astronomical Museum is at the end of Northerly Island and houses an excellent astronomical museum and reference library in addition to the planetarium. Lectures are changed each month. They are an attraction for visitors and listening to them affords a pleasant and profitable way for Chicagoans to spend their time.

The Art Institute of Chicago is the second largest art museum in the world and has the largest art school membership in the world. It was established in 1866, destroyed by the fire in 1871, and re-established in 1879. The Art Institute first became well-known when a collection of Old Dutch Masters was purchased. Many of its collections today are outstanding in the world of art. The Institute also has a school of drama, a children's museum, and two art libraries — the Ryerson and the Burnham. In the

Goodman Theater, operated by the Institute, lectures are given, plays are given, and once a year an important exhibit of contemporary art is held.

The Rosenwald Museum of Science and Industry is in what was considered the finest building of the Columbian Exposition, the Fine Arts Building. It has been made into a handsome building through the financial aid of a city bond issue and the great money endowments of Julius Rosenwald. The central building of the three sections was opened in 1933. The museum displays man's inventive improvements since the Stone Age. By pressing a button you can see tiny figures building the Appian way, or you may choose to see a manufacturing process demonstrated by models that work. Visitors may go down into a full-sized coal mine and see it in operation.

Lincoln Park has the Chicago Historical Society which is a museum and library. Historical films are shown on Sundays for the public and on Saturday mornings for the school children of Chicago. The exhibits in the museum are so arranged that history unfolds from Columbus' time until now, as one passes from room to room. Similar to those of the Rosenwald Museum exhibits are dioramas that can be lighted and operated by the visitors.

The Chicago Academy of Science has exhibits of American natural history and a very fine collection of specimens native to the Chicago area. The museum is the oldest now in Chicago; it was founded in 1857 and is on the edge of Lincoln Park near Armitage Avenue.

The Oriental Institute is a museum associated with the University of Chicago. The findings of archeologists in the Far Eastern countries are the subject of its contents. Its collections of relics of ancient civilizations is one of the

finest in any American institution of early culture.

Chicago finds recreation in visiting its zoos. Lincoln Park in its Zoological Gardens has over 800 specimens of indoor and outdoor mammals, birds, and snakes. This is the oldest of Chicago's zoos. It was started in 1868 when a pair of swans was sent from New York City for one of the ponds in the park. Other gifts were received by the park commissioners. By 1882 they had a small zoo on their hands almost before they realized it. The gorilla, Bushman, is considered the most perfect in captivity and attracts many visitors. Between five and six million people visit the zoo yearly.

There is a second zoo, 7000 north and 2500 west in the city, known as Indian Boundary Park zoo. It contains exhibits of bear, deer, smaller animals, and birds. The third zoo, located just outside the city limits in the forest preserve, is the Chicago Zoological Gardens previously discussed. It covers acres of grounds, and has many exhibit houses. The most interesting feature is the outdoor natural habitat provided for the animals. A unique feature of the zoo is the system of wide moats used instead of cages.

Chicago has two conservatories, one in Lincoln Park and the other in the Garfield Park Botanical Gardens. Both have four special exhibits each year: Easter, Mid-Summer, Chrysanthemum, and Christmas Shows. The Garfield Botanical Gardens include the largest conservatory under one roof in the world. It contains over five thousand specimens and the collections are valued at over a million and a quarter dollars.

Art lovers may enjoy superb exhibits free in the Garfield Park Art Galleries on the west side and in the Vanderpoel Galleries on the south side. The Garfield

Galleries have carefully planned exhibits, on loan from the Art Institute. The exhibits include painting, sculpture, and native arts and crafts. The Vanderpoel Galleries are unusual because all but one of the five hundred paintings have been donated to the exhibit. All of the paintings were given as a tribute to Vanderpoel, a Chicago painter, and teacher at the Art Institute. The Vanderpoel Galleries are in the Ridge Park Field House.

Our Chicago Public Library system and the private libraries that are open to the public provide both recreation and education. The public system alone has over two million volumes and an annual circulation of about ten million books. The private libraries contain reference works principally and serve educational purposes.

Thousands of Chicagoans crowd into Grant Park on summer evenings to hear some of the excellent concerts given at the Band Shell, just across from the Chicago Natural History Museum. Famous symphony orchestras and leading singers of opera and concert hall, perform in an outdoor setting that is beautiful beyond description.

During the war Chicago extended its free recreational privileges to a new group. In addition to the free opportunities servicemen had special centers set up for them. There were four centers of which Chicago Service Men Center Number 1 was the largest and most complete. It was a fourteen-story club for men and women in the armed forces. Here the men could enjoy almost any form of recreation: dancing, from square dances to jitterbug; a music room; a craft room and woodshop; games; a library; an art studio; and entertainment of various kinds. They were given passes to the movies, stage shows, and sports events. A service provided for the men that was

welcome in crowded Chicago was the floor of sleeping quarters. There was an excellent canteen. Everything was free.

The modern recreation program maintained by the City of Chicago is one of the finest in the world. Most of these facilities are free at all times; a few of them are free certain days of the week and make a nominal charge of twenty-five cents on the other days. All are free to children on all days. A unified balanced program exists throughout the city giving equal opportunities for creative and physical activities and cultural development. The major parks, filled with wonderful things to do and to see, are joined by our interpark boulevard system. There are two hundred five miles of boulevards and parkways in Chicago. Our lake front drive now extends twenty-eight miles. Visitors who cannot stay long enough to enjoy our recreational facilities seldom miss a drive on our boulevards.

Recreation is not only provided by the city but also by a host of commercial groups, principally in the fields of drama, music, art, amusement places, and professional sports. The very first professional public entertainment in Chicago was the sleight-of-hand and ventriloquist performance of Mr. Bowers in 1834. The first professional acting company performed in 1837 in the Sauganash Hotel. The first building constructed for theater purposes was the Rice Theater opened in 1847. Rapidly the city's places of entertainment grew in number and size.

A Central Music Hall was opened in 1879, and the Chicago Symphony Orchestra was organized in 1891 by Theodore Thomas. It was Thomas who led the orchestra at the dedication program of the Columbian Exposition.

For a time after his death in 1905 the orchestra was called the Thomas Symphony Orchestra. The lovely statue in Grant Park, "The Spirit of Music," is a memorial to him. Frederick Stock succeeded Thomas as conductor.

There had been traveling shows and opera companies since the days of early Chicago, but the first Chicago Grand Opera Company was organized in 1910 and gave its season of music in the Auditorium. It is now called the Civic Opera Company, and the operas are sung in the magnificent Civic Opera Building. Chicago also has a summer season of music in outdoor Ravinia just north of the city.

Distinguished artists of the concert stage come to Chicago — Horowitz, Heifitz, Marian Anderson. The Russian Ballet, the best of the plays, world premieres for movies, and private art galleries with exhibits to please the experts, are usual offerings in the recreation world. The motion picture, vaudeville, and legitimate theater seating capacity is 400,000. For the cost of a radio Chicagoans can enjoy some of the finest entertainment in their own homes. The city is also a center for that which is new. Various commercial and amateur groups stage exhibits of the newest and the best in their fields: the automobile show, the boat show, the garden show, the dog show, and the livestock exhibition are examples. Chicago has 248 halls that accommodate 143,000 people. These halls serve a number of recreational purposes.

The circus comes to town every year with its bearded lady, pink lemonade, and brass band. Circuses are an old love to Chicagoans; the first one here was called "The Grand Equestrian Arena" and gave its performance under a tent in 1836. On the north side Riverview Amusement

Park opens its doors in May; and a riot of color, noise, and general merrymaking is on until carnival time in September.

Professional sports have followers by the thousands. The Cubs at Wrigley Field and the White Sox at Comiskey Park draw capacity crowds. We have had a city baseball series between the Cubs and the White Sox since 1903. At World Series time people bring their lunch and stand in line from early morning until opening time to get a seat. In 1945 there were more than a million and a half paid admissions to baseball games in Chicago.

Collegiate sports have a following just as great or greater and are colorful events with their bands and singing and lusty cheers. The Green Bay Packers and the Chicago Bears attract the professional football fans. Ice hockey gets a larger following each year and the Chicago Black Hawks rate high in popularity. Six-day bike races, track meets, billiard tournaments, and boxing matches are some of the many spectator sports that Chicagoans love to witness.

There is a third general type of recreation enjoyed by the people of the city. Contests that are sponsored by one organization or another are popular. Newspapers sponsor boating events, swim meets, roller-skating races, ice-skating races, and boxing tournaments. One newspaper sponsors a huge music festival each year at Soldier Field. Business organizations sponsor a great variety of contests over the radio. Churches sponsor athletic events.

How do Chicagoans get their recreation? Chicagoans get their recreation by being spectators or participants in the world of sports, music, art, and drama; by the use of Chicago's cultural opportunities; and by the enjoyment of

the pleasures of the outdoor world so close at hand. Where does Chicago get its recreation? The people of the city get their recreation in Chicago's parks and playgrounds, its community houses and its forest preserves, in the great sport arenas and the small local ones, in the museums and the art galleries, in the theater and in the many places of amusement. As we started our story of recreation we quoted Lincoln's words, "I like to see a man proud of the place he lives in." We can be proud, but we should remember the responsibilities that go with pride as Lincoln remembered when he continued, "I like to see a place proud of the man who lives there."

Words and Terms You Should Understand

creative activities	pavilions	contemporary art
cultural	reminiscent	archeologists
opportunities	Gothic design	nominal charge
uniformly high	artcrafts	ventriloquist
standard	handicrafts	dedication
impressive	geology	premieres
amphitheatre	botany	legitimate theatre
band shell	zoology	spectators
yacht basin	anthropology	participants
comparatively	octagonal	

For Study and Discussion

1. Trace the historical development of the park system.
2. Plan a sight-seeing tour of our major parks. Be able to act as conductor of the tour.
3. Select a program of "Things to Do" at the parks or field houses for each member of your family.
4. Give your reasons for your choice of a favorite museum in Chicago.
5. Discuss commercial recreation in Chicago.

Books to Tell You More

Chicago Park District. *Chicago — Know Your Parks*. 1937.
 General Park District. *General Information*. Nov. 1945—April 1946.
 Writer's Program (Illinois). *Stories from the Stage in Chicago*. 1941.
 Various pamphlets issued from time to time by the Chicago Park District.
Seeing Chicago, pamphlet issued periodically usually available in the department stores.

The annual report issued by the Chicago Recreation Commission.

IV. HOW WE GOVERN OURSELVES IN CHICAGO

What does government mean to you? Do you usually think of government only as a national or state function? Have you ever thought that when your mother says that you are to remove your rubbers before you come into the house, that that is a rule for living together? Government is really just that — rules for living together.

Government, in any place, at any time, is the result of many conditions. In the time of Taw, the cave man, there was no formal government. The difficulty of obtaining an abundance of food and the low level of culture made the survival of the fittest the law of the land. Taw was a fine big fellow. What Taw wanted, Taw took. Once, it was a large, dry cave; once, it was a good hunting location. Everything was fine until Tog came along. Tog was big, too; he was bigger than Taw. Tog decided that he liked Taw's cave, and — that was Taw's moving day. Only the strong, healthy cave man lived long, because his body had so little protection from the elements. The strongest cave man had the best food and the best cave. This was the beginning of the idea that might makes right.

As man multiplied in numbers and lived together in families and then tribes, many new conditions arose that affected the idea of government. The survival of the fittest continued to be the law of the land, but now it had a new meaning. Instead of one cave man fighting another for a cave, one tribe fought another tribe for good hunting

or farming ground. The need for food continued to dominate every act. Man was now living as a member of a group and, as a consequence, other factors made their appearance and influenced the government.

Group living changed man's ways of thinking and acting. Man came to be judged by the way his actions helped or hurt the tribe as a whole. Out of daily living together a standard was developed by which right and wrong were determined. This becomes essential when even two people live together. With the great number of people in the modern world this is more true than ever. Let us consider a few of the things that are right in our group today. In our homes we have a definite time for meals; in our schools we follow a time schedule for arriving and leaving class; on the baseball field each member of the team performs the duties of a particular position; and on the streets we keep to the right as we drive our cars. Without these and countless other "right" ways of doing things life would certainly not run smoothly. What would your mother do if she had no idea when anyone would be home to eat? What would you learn in school if you arrived and left at any hour you desired, hearing the middle of one class discussion and the end of another? Sometimes we do have a baseball team in which someone does not properly play his position; what happens then? Would you like to drive on a street where everyone drove at any speed and in any direction that he wished? Tribes had fewer members than large cities have today, their rights and wrongs were fewer in number, but they did exist just as they do today.

In any tribe one man was usually stronger or wiser than the others of the group, and from this came the idea of

leadership. If a tribe lived where it was in danger of attack from other tribes, the leader might be chosen for his strength. If a tribe lived where it was comparatively safe and food was plentiful, the leader might be chosen because of his wisdom. Occasionally a tribe had a peace chief and a war chief; this was true of some of the tribes of Indians in Illinois. We see this in school when we choose John to be captain of the football team because of his playing ability, and when we choose Henry to be the mayor of our school city because of his fine scholarship and citizenship. Sometimes important decisions had to be made by the tribal leaders and they sought the advice of others of the tribe. Today we see this in the men of the cabinet who advise the President; in the Commissioners who advise the Mayor; and in our own school in the heads of service groups who advise our school mayor. From its history we have learned that a tribe developed typical ways of solving its problems. One tribe might solve the problem of food shortage by attacking another tribe and taking what they wanted. A second tribe might solve the same problem by moving to better farming land or by finding a better method of farming. These various ways of living together formed the basis of government of the tribe.

Long ago when wolves howled in the wilderness of what is now Chicago, when buffaloes and deer were plentiful just south of us, when we could have gone out and shot a turkey for Thanksgiving dinner without any trouble, the Indians were living under the kind of tribal law that we have been discussing. Sometimes, as in the case of the Algonquin tribes or family, several tribes banded together under a common government for protection from a war-

rior tribe. Some of the Algonquin tribes formed the Illinois Confederacy as a protection from the Iroquois.

There was no written law among the Indians of this region. In general problems were solved by the Peace Chief or the War Chief, or by old men of the tribe sitting in council. Most Indians were honest, but if one should fail to pay a debt everyone looked down upon him. That was not very pleasant and usually the debt was soon settled. Although the family of a murdered man had the right to take the life of the murderer, a payment of property was ordinarily accepted. One crime that was punished swiftly and surely was that of treason against the tribe. Sentinels rarely fell asleep while on duty because the punishment was such that they were shamed in the eyes of everyone. They were publicly flogged by the squaws of the tribe.

Chicago did not have large settlements of Indians like those near Peoria, or like those in the southern part of Illinois. Although it was on a main Indian trail and many Indians passed through on their way north or south, the location was much too open and subject to attack from enemy tribes to be a good location for an Indian settlement of any size.

The first white man's influence in this region was that of the French. When Marquette stayed in Chicago, and during the time of Father Pinet's Mission of the Guardian Angel here, the only government, if it could be called that, was the relation between priest and Indian. It was the attitude of a father toward his child. Chicago did not become a French settlement, however, because the land and climate farther south in Illinois was so much better for farming.

At the close of the French and Indian War in 1763, Chicago passed into British hands. The British type of government was based on Common Law and a system of courts, but this did not actively affect Chicago because the British confined their interests to the southern and central part of Illinois. The French settlers in Illinois did not like British law. Eventually, by the Quebec Act of 1774, the British permitted the people of the Illinois Country to have the old French type of government.

When Jean Baptiste Point du Sable moved into the area in 1779 as a permanent settler to trade with the Indians, the only government that really affected him was the law of his conscience. Officially the Revolutionary War was in progress and George Rogers Clark had just gained control of the Illinois Country.

With the conquest of the British settlements by George Rogers Clark, and by the terms of the peace treaty after the Revolutionary War in 1783, Chicago became American territory. At first, the conflicting claims of Virginia, Connecticut, Massachusetts, and New York to this region made the government uncertain. Virginia went so far as to send Captain John Todd to act as Governor. Finally, the land was ceded to the united colonies under the Articles of Confederation.

It was at this point in our history that the Northwest Territory was established by the Ordinance of 1787. This was an event that was to have a great influence on Chicago's government and on the government of the entire United States. It was this document that made provision among other things for public education, for freedom of religion, for trial by jury and other civil rights, and for the exclusion of slavery from this territory. All United

States history might have been different if our forefathers had not written the Ordinance of 1787. With the slaves the early French and Virginian settlers had brought to Illinois, we might easily have become a slave state. Ulysses S. Grant, perhaps, would have fought for the South. If Lincoln had grown up in a slave state his opinions might have been very different. George Lothrop, addressing commencement exercises at the University of Michigan in 1878, spoke of the importance of the Northwest Territory Ordinance. He said, "The Great Charter of the Northwest had consecrated it irrevocably to human freedom, to religion, learning, and free thought. This one act is the most dominant one in our whole history since the landing of the Pilgrims. It is the act that became decisive in the Great Rebellion. Without it, so far as human judgment can discover, the victory of free labor would have been impossible."

Chicago, under the United States government was successively part of the Northwest Territory in 1787, the Indiana Territory in 1800, the Illinois Territory in 1809, and has been under an Illinois State Constitution since 1818. Although the government of Chicago officially passed through many hands, actually, there were not enough people living in this region to be concerned with any government until shortly before 1831 when Chicago became a county seat.

Early records show that when Captain Whistler and his son, Lieutenant Whistler, arrived here with their families in 1803, they were met by Chicago's entire population: Joseph LeMai and Mike Le Pettel, fur traders; and Antoine Ouilmette and his half-breed wife, Archange. In 1818 when Gurdon Hubbard, fur trader, arrived in Chi-

cago for the first time, he said that there were "two and one-half houses outside the fort." The half-fallen-down house of Ouilmette's was the "one-half house." In 1829-30 when an Illinois Commission laid out into lots for sale the section of Chicago that we now know as State Street to Desplaines Street and Madison Street to Kinzie Street, the entire population was not more than seventy-five.

In 1831 Cook County was created by the General Assembly of Illinois, and Chicago was made the county seat. Cook County included much more land than it does today. At that time the only voting place in the whole county was Chicago. Now people really knew that there was a government because the first tax was levied. One-half of one per cent had to be paid on such things as town lots, horses, mules, cattle over three years old, and even on watches and clocks.

From this point on things began to move more rapidly. In 1833, when the citizens met to decide whether or not to incorporate as a town, there were twelve votes for incorporation and one vote against it. In Illinois it was necessary to have one hundred and fifty inhabitants before a district could get a town charter. We probably had about that many living here, but only twenty-eight men voted at the first election of officers in Chicago. The officers elected included town trustees, a street commissioner, a collector, an assessor, and a corporation attorney.

In 1837 the people living in Chicago, including sailors working on boats owned by Chicagoans, numbered 4,170, and a request was made to the State Legislature for a city charter. The charter was granted and the first city elections were held in May, 1837. William B. Ogden was elected the first Mayor of Chicago. One of the early laws

of the Common Council provided that "no person shall ride or drive any horse or horses in any Avenue, Street, or Lane within the city limits faster than a trot." All our city laws had to be made within the limits of our city charter. Although this gave us some powers of self-government, the state exercised a great amount of control.

Our city grew beyond the wildest imaginings of any of the early founders. As the population and area increased, so, too, the problems of city government increased in number and in difficulty. The city charter which had been adequate for a small city was no longer sufficient. In 1872 the State Legislature passed the Cities and Villages Act; some changes in government were allowed from time to time; and finally, in 1904, a constitutional amendment made special provision for the passing of laws related to Chicago. We operate under this act and the 1904 amendment today; through them Chicago has a large measure of local self-government.

Chicago's government is parallel in many ways to our state and national governments. Each is composed of three main branches of government — the legislative, the executive, and the judicial. At each level of government they serve the same general purpose: the legislative makes the laws, the executive enforces the laws, and the judicial interprets the laws.

The legislative branch of our federal government is composed of the United States Congress; the legislative branch of our state government is the Illinois State Legislature or the General Assembly; the legislative branch of our city government is the City or Common Council. The Common Council makes the laws for Chicago, just as the General Assembly does for Illinois, and the United States

Congress does for the United States. In making the city laws, or city ordinances as they are called, the Council must not break any law of Illinois or of the United States Congress. Of course, no lawmaking body may make a law contrary to the United States Constitution.

The Council is composed of fifty aldermen, one elected from each of the fifty wards of Chicago. Every ten years the boundaries of the wards can be changed if it is necessary. An alderman must be a citizen of the United States, a qualified elector of Chicago, and a resident of the ward from which he is elected. A majority of the votes is needed to elect an alderman. Elections are held in the spring of the odd-numbered years. An alderman is elected for a four-year term and there is no limit to the number of times he may be re-elected. The salary is \$5,000 a year. The Council usually meets every Wednesday, at two o'clock, in the City Hall.

It is the duty of the Council to make Chicago a better place in which to live. To do this the Council makes ordinances that are necessary to care for the specific problems of the city. The appointments of heads of departments of the city must be confirmed by the City Council. City Ordinances are passed in the Council by a majority vote, and they can be passed over the Mayor's veto with a vote of two thirds or more. The Council has about one hundred powers given it by the Cities and Villages Act of 1872. They include such things as: levying and collecting taxes, making appropriations for city expenses, and making regulations that are essential to carry on the work of the various departments. In duties, powers, and purpose the Common Council of Chicago is parallel to some extent to the General Assembly of Illinois and the Con-

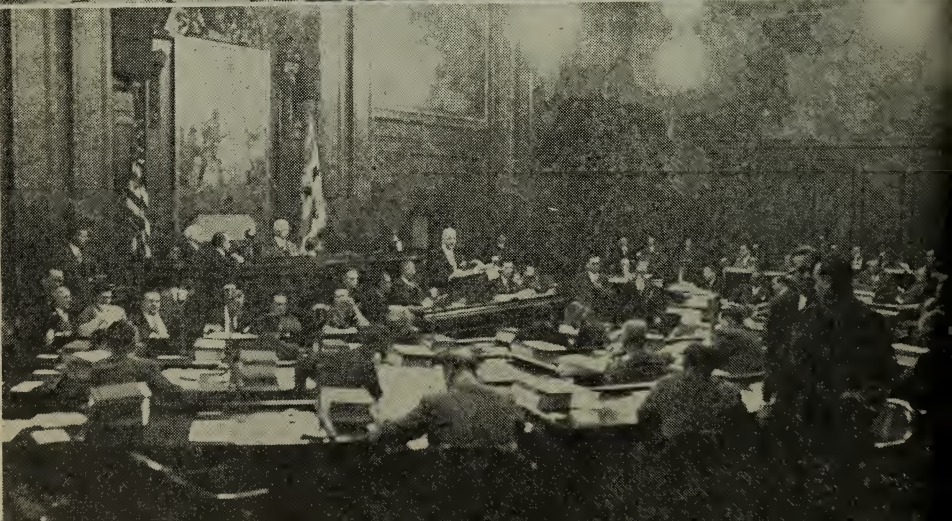
gress of the United States — but differences do exist.

The executive branch of our federal government is composed of the President and Vice-President; the executive branch of our state government is composed of the Governor and Lieutenant Governor; and the executive branch of our city government is composed of the Mayor. The President is responsible for the enforcement of United States or national laws; the Governor is responsible for the enforcement of state laws; and the Mayor is responsible for the enforcement of city ordinances.

The President appoints the heads of the various federal departments; the Governor, the state departments; and the Mayor, the city departments. In the United States the heads of departments are known as Secretaries, for example, the Secretary of State and the Secretary of the Treasury. In the State of Illinois some of these officers are elected, such as the Secretary of State and the State Treasurer; some are appointed by the Governor, for example, the Director of Public Works and Buildings. In Chicago the head of a department is usually known as a Commissioner, for example, the Commissioner of Police or the Commissioner of the Fire Department.

In our national government one part of Congress, the Senate, confirms the appointments of the President; in the state the General Assembly confirms the appointments of the Governor; and the appointments of heads of departments by the Mayor are confirmed by the City Council.

In general the heads of departments advise the head of the executive branch. The Commissioners in Chicago are experts in their own work. The Mayor may call upon the Commissioner of Health, for example, for advice in relation to any Chicago problem in health. The Mayor's



Commissioners are similar to the President's Cabinet.

The city charter lists a number of duties for the Mayor. He presides over Council meetings, approves or vetoes city ordinances, appoints officers, and sees that all laws are obeyed. The wisest laws in the world are not of any value unless they are obeyed. The Mayor must be a citizen of the United States, a qualified voter, and a resident of the city. His salary is \$18,000 yearly and the term of office is four years. The Mayor is responsible for the welfare of the people of the city.

The principal reason for the existence of a judicial branch of government is to maintain justice — to see that no one is punished unfairly. In general, there are two types of law cases — civil and criminal. When private property only is involved, it is a civil lawsuit. When a law for the welfare of society is broken, we have a criminal case.

The judicial branch of the United States government is a system of courts with the United States Supreme Court at the top in authority, followed by the Circuit Court of Appeals, the Federal District Courts, and some special federal courts. The judicial branch of the government of the state of Illinois is composed of a State Supreme Court, Appellate Courts, Circuit Courts, and a Superior Court of Cook County. The judicial branch of Chicago's government is a system of Municipal Courts.

Because of its size Chicago presents many problems not found elsewhere in Illinois. There are only three judges in each of the other seventeen Circuit Courts in Illinois, but there are twenty judges in the Cook County Circuit Court. Even this difference is not enough to care for the needs of Chicago's large population. As a consequence

the Superior Court with its twenty-eight judges was set up. The Circuit Court and the Superior Court together are known as the Criminal Court of Cook County. Between the Municipal Courts and the Criminal Courts most of the legal needs of Chicago are satisfied.

The cases that may be tried by each type of court are carefully defined. The Municipal Courts of Chicago try civil lawsuits, cases where city ordinances have been broken, and, in general, cases of lesser importance. The Municipal Court has a number of divisions, for example, the Boys' Court, the Court of Domestic Relations, and the Traffic Court. Violations in Chicago of a more serious nature are tried by the judges of the Circuit County Court or the Superior Court. In addition to the Municipal and State Courts, there are branches of our federal court system. Violators of federal laws are tried in these courts.

The United States Supreme Court Justices are appointed by the President; their appointments must be confirmed in the Senate. The city and state judges are usually elected by the people of the city or state. All judges are qualified lawyers and citizens of the United States. Elected judges hold office for the terms of their elections. Supreme Court Justices of our national government hold office for life.

We have said that the moment two or more people live together rules or laws become necessary to insure the rights of each person. Modern life without laws would be almost impossible, hence we have the legislative department. We can easily understand that the best laws can not insure the rights of the individual unless they are obeyed. Our executive department exists to see that we obey the laws. In a football game we have penalties for the players who break the rules. In life those who break the laws of society

are punished by the courts in order to protect the rights of the group. Thus we have our legislative, executive, and judicial departments of our government to satisfy these basic needs of group living — the making, enforcing, and interpreting of law.

In the United States we believe that the government exists for the benefit of the people. That is equally true in the state and in the city. In Chicago, the city government provides many services that help guarantee "life, liberty, and the pursuit of happiness" to every citizen.

In general, the three principal branches of our government protect our legal rights. The man next door to us may not put up a fence on our property. Mr. Smith cannot build a factory in our residential district. Our city government is based on the principle of justice for all; "might makes right" is no longer an accepted rule of society.

The Health Department provides research and publicity service to prevent disease. It prevents the spread of contagious diseases by quarantine and, in some cases, by removing the patient to Chicago's Hospital for Contagious Diseases. It tests the drinking water of Chicago to see that it is safe, provides certain health services in the schools, and provides Infant Welfare Stations and advice for mothers. Chicago has a splendid Health Department. It is one of the healthiest cities in the world.

The Water Department is responsible for maintaining an adequate, safe water supply. This is a difficult and complex problem. Many times over the years the water system has been radically changed to keep pace with the changing needs of a rapidly growing city. Chicago citizens have traveled a long road: from private companies supplying water through hollowed-out logs — to the

modern cribs far out in the lake, the filtration plants, the river that was turned backward, and the Drainage Canal.

The Fire Department of Chicago not only puts out fires but tries to prevent fires as well. Through publicity the Fire Department tries to educate the public on the subject of fire hazards. Through Council Ordinances the Fire Department attempts to have all buildings constructed as *safe* as possible; by means of periodic inspection it attempts to keep buildings safe. The Fire Department also provides an emergency pulmotor and ambulance service.

The Police Department of Chicago serves us by enforcing laws so that each of us may enjoy the freedoms guaranteed us in our Constitution. Early in our history the only purpose of the Police Department was to punish people for breaking laws; today, the Police Department endeavors to help people obey the laws. Long ago jails existed only to punish the wrongdoer; today, they also serve as schools in which we try to re-educate men so that they may become useful citizens.

The Board of Education exists to see that every one in Chicago is given equal opportunities in obtaining an education in the public school system. Through the educational services of our city, which are described in a later chapter, everyone may have a free, public education from kindergarten through the first two years of college. There are many fine educational services offered to adults, also.

Chicago provides its citizens with one of the finest systems of public libraries in the world. The main library is where Chicago's first park, Dearborn Park, was located — on Michigan Boulevard from Washington to Randolph Streets. There are branch libraries in almost every neighborhood in the city, and others are planned for the few

communities that do not have them now. Our libraries offer us countless opportunities for recreation and education.

Parks and playgrounds are maintained throughout Chicago for the recreation, health, and education of Chicagoans. The range of activities is almost unlimited. We may play tennis or golf, join a handicraft club, study a rare plant, or just relax on the beach.

The streets of Chicago are paved and repaired by the municipal government. Streets are lighted by the city for convenience and safety. It is hard to realize that at one time the streets and buildings had to be raised ten feet to get out of the mud. Can you visualize State Street when it was a plank road? It is almost impossible to imagine a Chicago at night, without lights. There is a story that at one time, whenever the bell rang to call out the Volunteer Firemen at night, everyone placed lighted candles in the front windows of their homes and kept them there until the fire was out.

The Department of Public Works has many bureaus or sections. One of them helps keep us healthy by installing and repairing sewers and by disposing of garbage. Although the garbage disposal is not as yet all it should be, much has been done as compared to olden days. There was a time when Chicagoans simply threw their garbage into the alleys unwrapped, there to draw rats and breed disease. Today, garbage is wrapped and placed in covered metal or cement garbage containers by the housewife. It is then picked up by the collectors in modern, covered trucks and taken to the City Disposal Plants.

These services and others that our city provides cost a great deal of money which are paid in the form of taxes.

There is a department that takes care of the assessing and collecting of taxes. Sometimes Chicagoans think their taxes are high, but what each receives in service from the city is worth more than any one pays.

Most cities in the United States have one of three types of city government or a variation of them. They are the Commission, the City Manager, or the Mayor-Council type of government. Springfield, Illinois is an example of the Commission form; Cleveland, Ohio is an example of the City Manager form; and, Chicago has the Mayor-Council government.

The Commission usually has five principal departments, although the number varies in different cities. The people elect a Mayor and four Commissioners who act as the heads of the departments. These men appoint the necessary assistants.

The advantage of this system lies in the fact that things can be accomplished quickly because there are only a few men involved in making the final decisions. Under the Mayor-Council government decisions must come as a result of discussion and final approval of many men in the Council. It is easy to understand that five men can usually reach an agreement faster than fifty men.

Some people feel that it is not a good plan for large cities because the problems are too many and too complex for five men to solve. Others disapprove of the plan for a city like Chicago because they feel that five men cannot be as representative of the people as fifty can be.

Some feel that if five people save time and eliminate overlapping of duties one responsible man can do even better. As a consequence of this last reason some cities have adopted the City Manager plan of government. The

people elect the Commission members and they in turn hire a City Manager just as the Board of Directors of a bank hires a President for the bank. The City Manager is expected to run the city much as the President runs the bank. The City Manager puts into action all the ordinances of the Commission. He is responsible for the wise spending of the appropriations of the Commission.

An advantage of the system is that a great deal of time can be saved and many overlapping duties eliminated when one man is in charge. Another advantage is that a man is very likely to do his best when he knows he can lose his position quickly if he does not. Some people who favor the plan say that it takes party politics out of government and substitutes for it, the efficiency of business management.

Here, as in the Commission plan, there are disadvantages also. Many people feel one man can not handle adequately the numerous problems of a large city. It is felt that one man can not possibly know the viewpoints of people scattered over a large area as closely and well as he should. There are some, however, who feel that the efficiency which could be obtained by separating management from political parties is important enough to outweigh the disadvantages.

The Mayor-Council plan of Chicago, we have discussed in detail, but let us compare it with the Commission and City Manager forms. There are certain principles that are important to remember. Saving time is not always the most important thing to be considered. A dictator saves time. Democracy takes time because it means that everyone has a right to have his opinion expressed. Where cities are considerably smaller than Chicago a smaller

governing group is sufficient. When a city covers as much area and has as many people as Chicago it is probably safer and more democratic to have a Council with many aldermen. Every section of the city has its particular problems presented by someone who really knows them. The government is kept closer to the people.

Our state government believes that the value of the Commission and City Manager plans is limited, and, therefore restricts the population that may live under these forms of government. The City Manager plan may be used by cities of 5,000 or less if they wish it; the Commission plan, by cities of 200,000 or less; the Mayor-Council plan, by any size city, and it must be used where the population is over 200,000. Some of the smaller cities of Illinois have been adopting the City Manager or Commission plan. Actual experience in these places will eventually help us to judge conclusively the merit of each type of government.

When we think the various plans through carefully we find that in city government as in community government or school government, the answer to good government lies in the individual. Every group no matter how small is made up of individuals, and every group no matter how large is made up of individuals. Our clubs, committees, or service groups at school are effective to the extent that every member in them actively does his best. Our school is not made of bricks; it is made of children; and to the extent that each child does his best, the school is what it can and should be.

When every individual realizes that the city is made up of individuals and stops thinking, "Oh, I am only one, my vote is not enough to make any difference"; or "I am

only one, what I do does not matter"; when every individual in the city is actively interested in his city; when every person thinks and votes intelligently; then the city government will be what we would like it to be. City governments are what a multitude of individuals make or permit them to be.

This is equally true at every successive level of government. Every person actively doing his best as a citizen in Illinois will make a fine state. Every individual in every state actively doing his best as a citizen will make the United States government all that any one could desire. By the same reasoning if we could get active, intelligent participation on the part of each individual in world citizenship, we would find world peace a reality and not a dream. Essentially, all that is necessary is for each of us to realize the importance of everything we say and do in relation to everything and everyone else.

Each of us must come to realize that the more we receive in services from our city, state, and national government, the more we owe in responsibility. The beautiful parks of Chicago, our state parks, and our national parks offer us many pleasures. In return each of us is responsible for using them wisely so that every other citizen may also enjoy them. We are not responsible citizens when we mar the beauty of our parks by dropping papers, or destroy their beauty by damaging trees. When we do this those who come after us receive less than we did. It is because of this very example of lack of responsibility that we must have a whole group of laws regarding the care of parks. It is also because of this that we have to have a government group to enforce these regulations. If each of us were a better citizen we could save the tax money it

costs to hire those men, and we would have fewer rules to remember. This is only one example. The library service requires following rules and regulations about withdrawals of books, and requires careful handling of books. To the extent that we are not responsible, some one else receives less service than that to which he has a right. We receive a free public education. It is our responsibility to get as much as possible from it, so that we may be able to be the best possible citizens. This, in turn, will make the best possible place in which to live. Every time a new service is given us by the government, it means we must assume a new responsibility. If we do not accept the responsibility that goes with service received, then the city, state, or nation must assume the responsibility by means of rules and regulations. Every time that happens we lose a little of our freedom. If we wish increased services, we must be willing and eager to accept the corresponding responsibilities.

The "democratic way" in government means group thinking and solving of problems. It means that individuals are free to express their opinions and to vote as they think best. It also means the entire group will cooperate with the will of the majority. The group, in the "democratic way," is responsible for the success of the plan. It is, therefore, an obligation of individuals to base their opinions upon the best facts they can obtain, and the best thinking they can do. The government exists for the people, but since it is made up of the people, it can be no better than they are. As a consequence, the best education for the development of each one's abilities, is an essential of the "democratic way." As the people become better citizens we can obtain better laws and better

government. We may find flaws in our city, state, and national governments today, but if we look back along the long road the American people have traveled, we can once more look forward, confident that "we, the people," and our government, are moving in the right direction!

Words and Terms You Should Understand

function	legislative	interpret
level of culture	executive	quarantine
survival of the	judicial	pace
fittest	contrary	crib
sentinels	levying taxes	filtration plants
flogged	confirms	pulmotor
conflicting claims	municipal	party politics
exclusion	circuit	ordinance
consecrated	violators	multitude
paralleled	qualified	flaws

Questions for Thought and Discussion

1. Define government.
2. In chronological order, list the various governments that have officially governed the Chicago area.
3. Prove that the governments of Chicago, Illinois, and the United States are parallel to a great degree.
4. Discuss the responsibility of the individual to his government.

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V. HOW CHICAGO EDUCATES ITS PEOPLE

The quality of a democratic government rests upon the quality of its people. Through education we can raise the level of the civic and social efficiency of the people. By this means we raise the level of the government, since the government is the people.

Educational opportunities are extended today to 385,000 pupils in the public schools and almost 200,000 in the private and parochial schools. The Chicago Public School system has four hundred school buildings and more than 12,000 teachers. The services extend from kindergarten through two-year city college and four-year teachers' college. They include academic, technical, vocational, and special schools for the handicapped. The public school system is supplemented by some of the best private universities in the country. Some of these universities enjoy an international reputation.

Schools were originally established in New England to teach people to read the Bible. Early schools were dominated by the church. In the South most schools were private; they were established for those who could afford to pay for an education; learning was the privilege of the few. Generally speaking, the ability to read was all that was considered necessary for the common man.

The Ordinance of 1787 making free public education a provision of the government instead of the church or private family eventually changed our history. The change

did not take place immediately. Although free public schools were established by law, many people were not ready to accept them. Early Chicago was much more progressive than most communities; public schools began at the same time as our life as a town. Even in Chicago long years passed before everyone realized that all children should go to school regularly.

From the time that Fort Dearborn was rebuilt until Chicago became a town a number of attempts were made to establish schools. In 1816 William Cox opened a private school in a bakehouse that was one of the Kinzie buildings. He had eight pupils. Without local government the free public schools of the Ordinance of 1787 could not become a reality. You had to have one hundred fifty inhabitants to incorporate as a town; Chicago did not have the necessary number of people. A sergeant in Fort Dearborn taught a few children in 1820; there were only about a dozen cabins and sixty people in the whole settlement. Charles Beaubien started a family school in 1829. The next year Stephen Forbes taught school near Michigan and Randolph Streets. In 1832 Colonel Hamilton and Colonel Owen, the Indian agent, hired John Watkins to teach on the north side in a building owned by Hamilton and donated for this purpose. This school was public in the sense that all children were welcome but it was privately supported by Hamilton and Owen. In the following year, 1833, Chicago was incorporated as a town and a public school supported by the sale of school lands was opened on South Water Street. Miss Eliza Chappel from New York was the first teacher. Her school was known as an "Infant School" following the custom of the East. In the same year Grenville Sproat of Boston

opened a private school, the "English and Classical School for Boys."

When a building was built for school purposes, it was just another one-room log house on poles to keep it out of Chicago's mud. In winter the children were warm when they were close to the stove, but a few feet away it was bitterly cold as the icy winds from Lake Michigan penetrated the walls. On warm days the children suffered from the heat and bad air since the only ventilation came through the doorway. With the crude equipment, the crude materials, and the irregular and short attendance, a teacher could consider herself fortunate if she succeeded in teaching her pupils to read a little, to write a little, and "to cipher" the simplest of sums.

Great changes were soon to be made in education in our country through the efforts of Horace Mann in Massachusetts. He did so much to improve schools that he is often called the "father of public school education."

In 1835 Ruth Leavenworth taught in the first building especially constructed for school purposes. By this time there were four school districts in Chicago. When the city charter was obtained in 1837 the districts had increased to seven. The new city government elected three trustees for the schools. Seven districts sounds as though a large school system had grown since 1833. All it really means is that the people had increased in numbers, and that they had spread out over the land so that there were seven small schools scattered through the city.

In 1845 the school building that really started our public school system was opened. It was located near State and Madison Street where the Boston Store now stands. It was largely through the efforts of a city alder-

man, Ira Miltmore, that the building was erected. The building cost \$7,800. Public School Number One, later called Dearborn School, in the beginning was known as Miltmore's Folly. The new mayor, Augustus Garrett, said in his inaugural address "that the Common Council should either sell the new schoolhouse or convert it into an insane asylum in which to incarcerate those responsible for its construction." When we remember that it was only two years before that hogs had been barred from the streets, and that Horace Mann was just at the point of getting schools reorganized, it is not difficult to understand why some people felt as they did.

The Dearborn Public School was a two-story brick building that housed 543 pupils and six teachers. Peter Bolles had been the city's first school inspector in 1839, but at the time the Dearborn School opened William Jones held the position. The subjects taught were a few more in number since the days of the first log schoolhouse, but the work was not organized as it is today. In the primary grades reading continued to be of the greatest importance. As the children grew older arithmetic included some fractions. Simple geography, writing, and spelling were studied. This was the time when reading was taught by everyone reading aloud together in a slow kind of chant. The McGuffey Reader was used all through the nation.

The first high school was built in Chicago and opened in 1856 with Charles A. Dupee as the principal. This was the first coeducational public high school in the country. At this time John C. Dore was serving as the first Superintendent of Schools. In the next year a necessary revision of the city charter was made, due to the city's growth, by

an act of the Illinois Legislature. In accordance with the revised charter the Board of School Inspectors became the Board of Education. Evening schools were opened in West Market Hall in the same year. These were the first of a long list of special institutions that were to be established by the educational system to provide for those whose needs were such that the regular school was not adequate.

The rapid growth of Chicago from 1840-90 was such that every powerful adjective of the movie industry would not be too strong to use for description; it was tremendous and colossal! The population of 4,470 in 1840 was multiplied six times over by 1850. In the next ten years it trebled itself and did the same again in the sixties. The half million people of 1880 had doubled and become a million by 1890.

This jet-plane speed of increase was due at first to the opening of the Illinois-Michigan Canal and the coming of the railroads in the forties and fifties. The Civil War brought great numbers of people here to produce war goods. They were joined by others to fill the constant demand for more workers as the factories went forward at a whirlwind pace. "Big business" became the great trust companies of the eighties, and people came in droves to get the plentiful jobs.

The rising tide of population brought changes in the system that would have pleased Ira Miltmore but would probably have been entirely too much for Augustus Garrett. The people coming into the city tended to concentrate in limited areas in order to get to work easily. Many people in a small area caused a growth in interdependence. The increase in wealth created leisure time and a desire

for personal improvement. As a consequence, the school population increased at almost as rapid a rate as that of the city's population.

Schools were enlarged and then soon were too small again. New schools were planned larger than needed to allow for growth in membership. By the time they were built the city's population had increased so rapidly that the new schools were overcrowded the day they were opened.

The type of school building and its equipment was constantly being made better. The improvements of science and the skill of the engineer were utilized in planning the new structures. Great strides were made in lighting, heating, and ventilating. The Chicago Fire had awakened a deep sense of the need for safety and fireproof construction. By the turn of the century, halls and stairs were fireproof in all new buildings.

During this period the subjects that were taught were expanded and many new ones added. To fit the needs of the industrial world more arithmetic was taught. History and music were added for personal improvement. The work of the schools was organized into grades with definite material to be taught in each. Great advances were made in textbooks, in content and in form. Many of the special schools of Chicago were established during this time. One of the most important changes was the establishing of a Cook County Normal School in 1867 and the requirement of teacher training. The school closed for a time, but teacher training of some kind dates from this year. A compulsory school law was passed in 1883 although there had been truant officers since 1867.

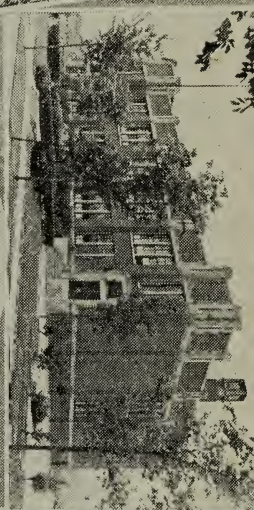
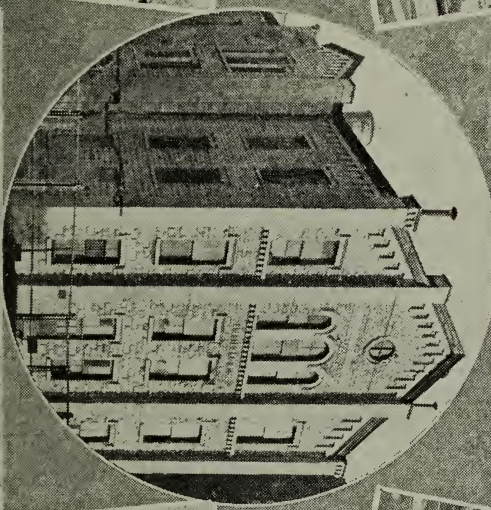
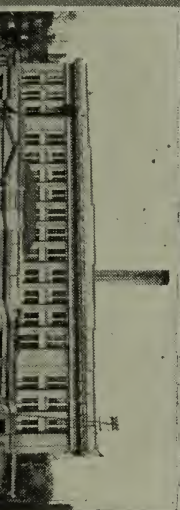
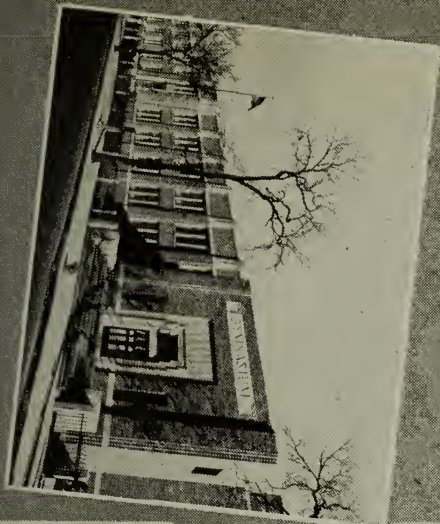
Today we attend elementary school from kindergarten

through eighth grade. We study reading, writing, and arithmetic but not as our grandparents did. We study geography, our country's history, civics, spelling, art, music, home mechanics, health, safety, science, and physical education but not as our parents did. Much experimenting and research have been done to discover the ways in which we learn best. Teachers are college graduates who are experts in the best methods of teaching. The excellent preparation of teachers and extensive research and experimenting have made teaching very different from that which our parents knew.

In addition to textbooks the modern school utilizes field trips, experiments, radio, recording and playback devices, and visual aids as an essential part of instruction. The opaque projector and film strips vitalize learning in every area. The Chicago Public Schools operate their own frequency-modulation (FM) station. It was one of the first in the country. Excellent programs are planned to fit the classroom needs. They are not extras; they are a dramatic part of the regular lesson.

When we transfer to the ninth grade we begin to work toward our ultimate career. We may choose a regular college-preparatory course, a technical course, or a business course. It is possible in the college course to place the emphasis on journalism, science, history, mathematics, or foreign languages. In addition to the regular high schools there are technical schools for boys and one for girls, a commercial high school, and a trade school.

Subject matter, methods of instruction, training of teachers, textbooks, and supplementary mediums of instruction, are just as advanced and carefully worked out in the high school as in the elementary school.



Upon completion of the high-school work we may attend one of the city colleges for two years and get further training in our choice of career. The Chicago Teachers' College is a full four-year college which is part of the Chicago Public Schools system. Entrance is by means of examination after the completion of the high school work.

The services of the special schools of Chicago are exceptional. Provisions are made for the handicapped and those who need some kind of special attention. Lip reading is taught to the deaf and the hard of hearing. The blind learn Braille and there are sight-saving classes for those whose sight is poor. Transportation in busses to and from school, as well as specially designed schools, are provided for crippled children. Fresh-air and rest classes care for those of low physical condition. Teachers are assigned to children's wards in hospitals to help them while they are regaining their strength. Vacation schools are a means of continuing education during the summer. Evening schools provide the opportunities of high-school classes at hours that make it possible for workers to improve their education; foreigners may learn to speak English.

Libraries are located in every high school and in a majority of the elementary schools. Each elementary-school library usually contains about 2,000 volumes; each high-school library has about 8,000. The elementary library is managed by teachers with special training in library science.

Lunchrooms located in all high schools serve meals at cost. "Penny" lunches are served in some elementary schools. About 80,000 half-pints of milk are sold daily for two cents a bottle.

Social centers are maintained in a few elementary schools and in fifteen high schools.

Health and Physical Education consist of more than the regular instruction program. Medical and dental inspection service and examination are given in addition to vaccination for the control of contagious diseases. Competitive athletics are sponsored in the high schools.

Free textbooks are furnished throughout the elementary and high-school grades. One estimate places the number of books used by each pupil in the elementary school at 120, exclusive of reference books, magazines, and seat-work materials. A Chicago School report tells us that in 1860 only 16 books were studied from kindergarten through high school.

The modern school building is a miracle blended of the architect's, the engineer's, and the educator's plans. New buildings are entirely fireproof. Auditoriums are on the first floor to provide easy exit in case of emergency. Lighting and ventilating systems are the result of the newest developments in science. Rooms designed for the many special activities and so located that they are most useful fill every need of modern instruction.

Through the regular program, the special schools, and the special services, the building facilities, and the excellent educational background of the teachers, Chicago's educational system is trying to achieve the maximum personal, social, and civic growth for each of us. The program is changed to meet changing needs of society; courses in aviation, air-age geography, and world geography are samples of the trend. Programs are adapted to our needs and abilities, reading is at our ability level, and our assignments are made to correct particular weaknesses. Guid-

ance in studying and choosing a vocation is provided at elementary and high-school levels. Thirty-eight small books on careers are available for use in the eighth grade, and a course on careers is offered in the fourth year of high school. There is a Counseling Day in elementary schools when parents, representatives from the high schools and elementary schools, and we of the eighth grade can get together. We are helped to make the wisest choice for our high-school program.

Worthy use of leisuretime, development of fine character, training in good citizenship for a democracy, equal opportunities for the different abilities of each, opportunity for experience in democratic living—these are part of our everyday living in school. Character is built; responsibility is shared in the best democratic manner when boys and girls are patrol members, hall guards, fire marshals, or members of the clean-up squad. Student participation in school government is democratic living. In assemblies, athletic events, art, music, classwork—there is equal opportunity for the ability of each.

Chicago has a number of private schools and several systems of church or parochial schools that offer education at the same grade levels as the public system. Parochial schools exist to teach religion and to put emphasis upon moral issues. The free public system may not teach religion, since the government guarantees everyone the right of freedom of worship. The public school operates on the principle that religious education is the business of the church.

Private schools are most important at the college level in Chicago. There are a number of them but the most important and best known are: the University of Chicago,

Northwestern University, Illinois Institute of Technology, Loyola University, and De Paul University.

The value of education is beyond estimation. To each of us it means a better work opportunity, more money, and a better standard of living. It means increased pleasure from life. As the educational level of a community is raised, a greater sense of responsibility is developed. The improvement of the community becomes the personal interest of each member and as a result the community is a pleasant, healthy, and attractive place in which to live. To the nation, it means that better qualified men will be willing to assume the responsibilities of government; and together with the co-operation of a well-educated population, they will achieve the kind of government of which men dream. To the world, it means the first dim hope of a genuine understanding and appreciation of the peoples of the world. This is our only hope of achieving permanent peace.

The educational program of Chicago is the backbone of the entire city structure. The educational program of nations is the backbone of the United Nations. Long ago Epictetus said, "Rulers may say that only free men ought to be educated but we believe that only educated men are free."

Words and Terms You Should Understand

civic and social	cipher	supplementary
efficiency	incorporated	competitive athletics
academic	incarcerate	maximum
technical	revision	moral issues
vocational	interdependence	compulsory
provision	utilized	

For Study and Discussion

1. Explain why universal education is an essential in a democracy.
2. Discuss the original purposes of schools in the United States.
3. Compare the early Chicago school with the modern Chicago school as to buildings, equipment, curriculum, teacher-qualifications, and the needs of society.
4. Discuss the value of education to the individual, the city, state, nation, and world.

Books to Tell You More

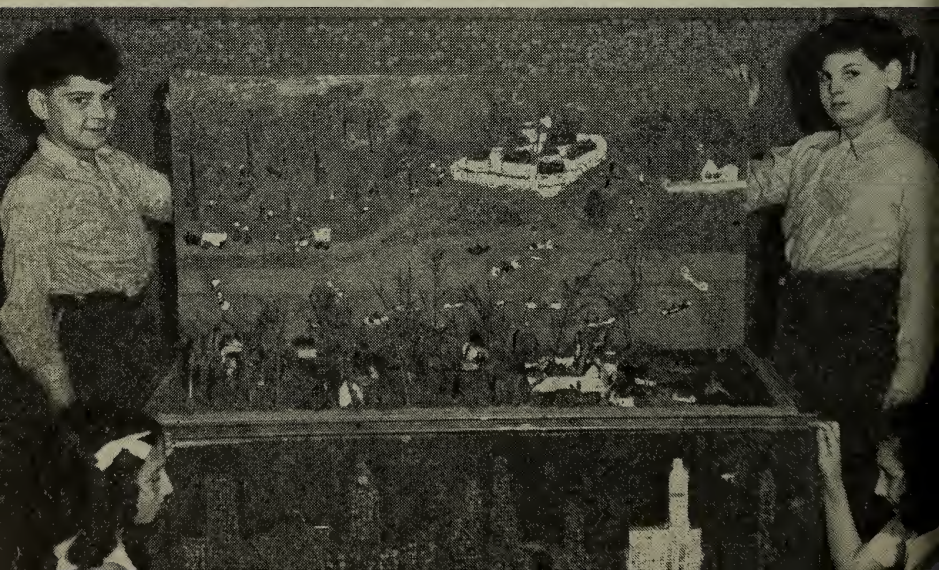
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VI. WHAT CHICAGO PLANS FOR THE FUTURE

The White City of the Columbian Exposition served as the inspiration for what became the Chicago Plan. If the miracle of the White City could arise from sand and barren waste why could not all Chicago be made beautiful! Daniel Burnham who had had so much to do with the Columbian Exposition was chosen to draw the plans for the city beautiful. He worked out much of the broad lines of his monumental plans between 1895 and 1907 along with doing magnificent work in Washington, D.C., Cleveland, San Francisco, and Manila. Not the least of Burnham's task was "selling" the idea of a Chicago Plan to the people. He spoke to small groups and large, to the city government men, to industrial leaders, to clubs, schools, and churches. He gained two important backers — Fred Busse, the mayor, and Charles Wacker, a businessman.

In 1907 the Merchants Club and the Commercial Club raised funds for Burnham's plans to be executed in detail. The drafting required many workmen, special committees, and two years' time. Prominent businessmen gave generously of their services during those years to help the committees solve problems in carrying out Burnham's vision. Charles Bennett was his chief assistant and a great help throughout the project.

The completed book of plans, drawings, and diagrams was published and presented to the city in 1909. Burnham convinced Busse of the need for a city plan. Busse con-

vinced the aldermen that the plan meant money, through increased business and land values, as well as beauty. The City Council established a Chicago Plan Commission of four hundred members with Charles Wacker as the chairman. The newly appointed commission under Wacker's powerful leadership, transferred many of the dreams of Burnham to living reality.

Our lovely lake front, the outer drive with its necklace of sparkling lights, broad Wacker Drive, the Northwestern and Union Railroad terminals, our system of boulevards, parks, and playgrounds were born in Burnham's mind and made into visible proof of the city's spirit by Wacker.

The present commission was established in 1939 and directed "to prepare and recommend to the City Council a comprehensive plan for the development of Chicago." George Horton was the first chairman of the present Plan Commission. He was followed by Aubrey Mellinger in January, 1944. The Executive Director is H. Evert Kincaid. It is recognized now that it is as necessary to plan for the growth of a city as it is to plan for the growth of an industry. Further, it is realized that planning must be a continuous service of government to keep pace with modern improvements and changing needs. The Chicago Plan Commission has a "Master Plan" to provide for public improvements in twenty areas of which the following are examples: housing, health, water, sewage treatment, fire, police, parks and playgrounds, schools, libraries, transportation, and streets.

One of the important phases of the Master Plan is the twenty-year program for the treatment of the problem of housing. Chicago's problem arises from three major causes: the rapid growth of industry, during the latter half

of the nineteenth century, with its tremendous influence on the city's population; the great depression of the 1930's; and World War II.

As people streamed into the city in response to the industrial needs, houses were built almost overnight. There was little attention paid to safety or health standards; and none, to beauty. Over the period of time since they were built, these poor buildings have gradually become very bad. They comprise today what is known as our blight area. Lack of money during the depression and lack of men and materials during the war caused the rate of new construction to drop. In the last fifteen years building has never equalled the minimum yearly amount required in a city to replace buildings that are destroyed by fire, or that simply wear out.

The Master Plan treats the problem of homes in three divisions. Blighted areas near the Loop are to be rebuilt into attractive neighborhoods with modern, comfortable homes. Conservation is planned for the sections that have sound construction. According to the Commission's figures half the people of the city live in these dwellings. Modern designed housing and other plans for improved community living are in the plan for vacant areas. The city has been divided into these three types of areas, and samples of each type have been developed. Leaders of other communities in co-operation with the Plan commission, are developing the details for the beginning of work in their individual neighborhoods.

The entire plan of the Commission for homes is built around the idea of the ideal residential area. Each of these would accommodate from 3,000 to 6,000 people. The center of the neighborhood is the elementary school



set in park and playground space. Major streets with their traffic are routed around the neighborhood. Convenience to shopping, to public transportation facilities, and to churches is an essential part of the plan.

The huge population of 18,000,000 predicted for Chicago by Charles Wacker will probably never be realized. Between 1930 and 1940 the population only increased 23,000. Estimates for 1950 now are 3,675,000. With this in mind the Plan Commission anticipates a city of approximately 600 of these ideal neighborhoods, within the fifty communities of Chicago.

One section of the Master Plan deals with the improvement of health facilities. Chicago has a record as the world's healthiest large city because of its very low death rate. That record is the result of the efforts of the medical profession, the work of the city's Health Department, and the health education program of the Chicago Public Schools. It is an achievement of which we are justly proud, but one that demands continual improvement to keep pace with the developments of medical science.

The first Board of Health was a temporary one established in 1834 because of the fear of cholera that had swept through the town. The people had experienced one epidemic of the disease when General Scott's men brought it here at the time of the Black Hawk War. Men had died like flies. Chicagoans resolved to stop the disease this time in the beginning, and they succeeded. In 1837 when Chicago became a city, a permanent Board of Health was founded with Dr. D. Brainard as Health Officer. A Department of Health with Dr. B. L. McVicker as the first Health Commissioner was created in 1876.

Since the beginning the health authorities have worked

to improve health conditions. There are numerous ordinances that provide us with pure foods. Meat, milk, and other foods are inspected and must meet definite standards. Places of business handling foods must comply with Health Department regulations. A pure water supply is assured by the Board of Water Commissioners' regulations and inspections. Industrial plants must obey smoke regulations to prevent pollution of the air we breathe. Vaccination, quarantine, school inspection, and an excellent research service help to control disease.

We have in Chicago the Cook County Hospital, which cares for 200,000 patients annually, and the Chicago Municipal Tuberculosis Sanitarium. The Master Plan of Chicago calls for a Medical Center District located in the area of the Cook County Hospital. The district would extend from Roosevelt Road to Congress Street, and from Ashland Boulevard to Oakley Boulevard. There are seven great medical institutions in the area now; forty additional medical buildings are planned. When completed a blighted area will be removed, and there will exist in the words of the Plan Commission "a beautiful campus of medical institutions." In addition to the Medical Center, an improvement that will house 500 patients is planned for the Chicago Municipal Tuberculosis Sanitarium. The twenty infant welfare stations are to be improved; and thirty new ones, added.

Two huge water filtration plants have been designed to provide a safe and adequate supply of water. Additions and improvements for our sewage-treatment works, as well as sewer construction, are urgent needs of the city. The present sewage-treatment works need to be almost doubled in capacity. A great deal of money is necessary

to the carrying out of these plans but without them our present high health standards cannot be maintained.

Recommendations for our Fire and Police Departments are made by the Master Plan. The Fire and Police Departments of our city serve essential purposes in the life of the community and are among the finest in the country. In 1833 the new little town passed its first fire ordinance forbidding stovepipes passing through roofs unless they were properly guarded. The first volunteer fire department was established and a fire engine acquired in 1835. The Baptist Church bell with its powerful, resonant tones was installed in the city watch tower in 1855. The "Long John" steam fire engine was purchased by the city in 1858 and was named for "Long John" Wentworth, a picturesque and prominent citizen. "Long John" had been mayor in 1857 and was responsible for the city's purchase. By the close of the Civil War in 1865 a telegraph fire-alarm system was put into operation. The Chicago Fire destroyed the \$70,000 alarm system and the city had to start again. The modern fire-fighting equipment and the alarm system are something with which every citizen should be acquainted. Our pleasant firemen, who number about 3,000, are glad to show their equipment to visitors.

Chicago did not have a police department officially until 1855 when Cyrus B. Bradley was made Chief of Police and the city was divided into three districts. Laws had been enforced previous to this by constables. O. Morrison was elected the first Constable in 1835. He was to enforce the new law which prohibited gambling, the sale of liquor on Sunday, and the firing of guns and pistols in the streets. There was a five-dollar fine for keeping a grocery store open on Sunday. In 1880 the first police

telephone system was established on street corners, and the first horse-drawn patrol wagon was used. An auto patrol wagon was made in Chicago and first operated in 1908. The services extended today by the Police Department of 7,000 men and forty district stations include: two-way radio communication in police cars, a motorcycle division, a traffic division, a stolen auto section, an accident prevention bureau, juvenile officers, a scientific crime detection bureau and laboratory, and a detective bureau with officers who are specialists in particular branches of crime fighting. The Master Plan of the Chicago Plan Commission recommends that thirty-one new fire stations be built to replace outmoded buildings. Ten new police stations are planned to replace some of the older ones. The fire alarm and police telephone systems need to be modernized and improved.

The Chicago Public Library was established in 1872 with the books that had been given us by England at the time of the fire. The cornerstone for the main library was laid in 1893 during the Columbian Exposition. The library was opened to the public in 1897. Legler and Boden were two of our earliest librarians who established the policies that led to the splendid quality and variety of service Chicagoans enjoy today. The Chicago Public Library maintains forty-five libraries and has over two million volumes in its collection. About 10,000,000 books are circulated each year. A collection of books printed in Braille is provided for the blind; an excellent musical library is a part of its service; and a large selection of slides is maintained. The newspaper reading room and file are interesting. Information of bygone days may be found in the files. The day's happenings may be read

in papers from most places in the world. To extend library services to every part of the city the Master Plan of Chicago suggests eleven new buildings and an addition to the main building.

So much has been said of the wonders of our parks and playgrounds that there is need to say little more. The Master Plan recommends many small parks, playgrounds, and community buildings in order to realize the ideal residential area for every neighborhood in Chicago.

Modern traffic and transportation facilities are provided by our city planners. One hundred thirty miles of major streets are recommended for widening and improving. A bond issue has been approved for more efficient lighting of the streets to increase safety at night. A system of six- and eight-lane super highways is planned for through moving traffic in the various sections of the city. Intersections will be elevated; traffic distributor areas similar to those on the outer drive will be part of the expressways. R. J. Dunham of the Chicago Park District said in a speech over the radio that the safest mile of driveway in any city in the world is in Chicago. It is the express route on the North Outer Drive between Irving Park Boulevard and Foster Avenue. This section was used as a testing ground, and by various figures it was shown that there was only one accident of any kind for every half million miles driven over the route. These are the type of safe expressways planned for the future by the Master Plan of Chicago.

Modern local transportation is an immediate need in the city. Only a small section has been completed in Chicago's subway system. Ultimately it will provide extended major service lines on Milwaukee Avenue, Con-

gress Street, and Ashland Avenue. Shorter lines will be used as extensions of existing elevated lines. The equipment of all lines in Chicago today is outmoded. Safe, streamlined, high-speed trains are needed immediately. Many people feel that the answer to our problem lies in city ownership of a unified traction system. An initial step was taken when the universal transfer system was adopted. The detailed plans of the Commission provide a second step. The proposed Metropolitan Lines appears to be the solution to the problem that will be accepted. This will mean that the Chicago Plan for traffic will be extended to the Chicago Metropolitan Area.

Traffic engineers recommend grade separations and bridges to increase safety and to facilitate the flow of traffic. The Commission plans grade separations in thirty-one locations in the city where traffic hazards exist. Chicago's great inland waterways with their tremendous volume of water-borne traffic are to have fourteen new bridges at important points.

The last link in the mammoth plan for a thorough remodeling of our traffic and transportation system, is the program for improving our airport accommodations. The Plan Commission, the Chicago Regional Planning Association, and the Association of Commerce spent considerable time in studying whether a lake-front island airport, one large airport, or a system of multiple airports would prove most satisfactory. Chicago as the hub of the airlines of the world requires airport service adequate for the quantity and quality that that type of service demands.

One of the problems involved is the necessary length of runway for the landing and departure of huge planes. The Municipal Airport is only a mile square. Even diag-

onal runways would not be long enough for the plane of tomorrow according to present predictions. Some experts estimate that 12,000-foot runways will be necessary. The new airport at Jamaica Bay, New York, has three of its eight runways 10,000 feet long. To build runways of this length at the Municipal Airport would necessitate buying additional land that is occupied by industry, and this would be expensive. Some feel that the problem is not as bad as it seems and that the airport is adequate for the size planes that will be in use for the next ten years. To build an island on the lake front large enough for these runways, as some people wish, would not only be costly, but safe landings might require the locating of the island far out in the lake or far to the north or south of Grant Park. Flying from the west to a lake-front airport would mean encountering the hazards of Chicago's skyscrapers. Airline officials prefer a plan that would mean one large terminal for all airlines and all kinds of air traffic. The greatest objection, to all but the lake-front airport, is the length of time necessary to travel from the airport to downtown Chicago.

The difficult problems involved in the choice of site have been solved. Chicago has acquired the great Douglas Airport that was constructed during the war and enlargements are being made. Airline freight operations have begun. The Chicago Municipal Airport has a newly completed terminal building. New hangars will accommodate the huge Constellation planes. An auxiliary airport is to be built on Chicago's lake front on Northerly Island. As it is now planned, this will make it possible for passengers on huge airplanes landing at one of the major Chicago airports to transfer to a smaller plane and be in down-

town Chicago in a few minutes. An airport will probably be built west of Evanston or Wilmette in the immediate future. Thus, at least temporarily, our problem is solved by the use of multiple airports.

Any solution of the airport problem today may be obsolete tomorrow. Technical changes in planes, engineering developments in runways, or the influence of atomic energy may completely change the type of airport needed.

It has been essential for great cities in the century from 1850-1950 to be railroad centers. Chicago owes much of her importance to the fact that she is the railroad hub of the nation. In the years just ahead Chicago's destiny will depend upon two factors: first, her development as an ocean port through the planned St. Lawrence-Great Lakes Seaway and the Lake-Gulf Waterway; and second, her development as an air center through well-planned and continuously improved airports.

The long-range plans of the Chicago Board of Education that are recommended in the Chicago Plan Commission's Master Plan include provisions of various kinds for ninety-four buildings. Some schools are so old that they do not provide adequately for modern educational needs. They are undesirable from a safety-and-health viewpoint. One school is eighty-six years old, another is eighty-four. It is planned to raze these buildings and construct new ones to meet the needs of their present communities. In some instances buildings are poor but can be remodeled; some need additions because the present number of rooms is inadequate. There are newly settled communities that require buildings.

All new buildings are located in at least a square whenever it is possible. This fits the ideal of a school in a park

as the heart of each neighborhood. Schools are constructed entirely of fireproof materials; corridors, stairs, and exits are planned with safety and with use in mind. Elementary schools are to be limited to two stories. Auditoriums are located on the ground-floor level for safety. New buildings are to be away from main traffic streets and in as pleasant surroundings as possible. It is the aim of the Board of Education to offer equal educational opportunities to all. A safe, sanitary, attractive, and landscaped building located in the heart of the neighborhood, away from noise and traffic, can be and should be the community center.

The crowning glory of the magnificent Master Plan is the design for a Civic Center. The purpose of the Center would be to have one place where all business of a governmental nature could be transacted. The Commission recommends that it be near the Loop but preferably just outside it. It is suggested that the outmoded buildings from Jackson to Madison and from Wells to Clinton be torn down. That would leave in the area as a beginning for the project the Civic Opera Building, the Daily News Building, the Union and the Northwestern Railroad Stations. San Francisco, Denver, and St. Louis have such centers. Los Angeles has four buildings completed in her Civic Center. Detroit has a plan for a center on her river front. Chicago's plan is an ambitious one as befits the city itself. Housing, traffic and transportation, and other problems must come first but the Chicago Civic Center is an ultimate goal.

Once more we remember Burnham's saying, "Make no little plans." This Chicago dream of the future is not little. It is not impossible of achievement, but to make

the dream come true each must do his part. Burnham traveled from group to group convincing people of the need, the value, and the desirability of the original Chicago Plan. We may not be able to do as much as Burnham did, but each can give the Master Plan of today ardent and active support.

The present Commission has a definite program designed to put its plan into action. Where new communities are to be built, the builders meet with the Plan Commission members. The plans of the builders are their own designs, but they are made to fit the general outline of the ideal neighborhood. In each conservation area representative members of the community are meeting, at the suggestion of the Commission, to work on plans for improvements that will help their community gradually achieve the ideal.

Commission members are working to have the laws passed that are needed for some of their recommendations. A number of the detailed blueprints are ready. Great sums of money are required for the various projects. The Commission hopes to attain part of the cost by means of federal aid.

State Street merchants are planning to spend \$25,000,000 on improvements in their stores. The money will be spent to beautify and modernize the stores outside and inside. They are not only beginning their own plans but they are working with the Commission on an exhibition called "Chicago Tomorrow." Whether Chicago achieves her goal in the twenty years as planned, whether the objective is reached in less time than estimated, or whether the plan remains forever a dream, depends upon the kind of support each of us gives.

Words and Terms You Should Understand

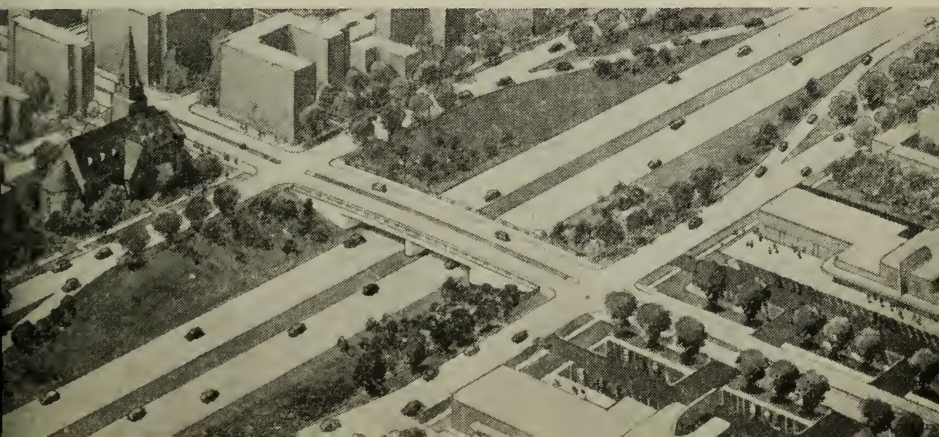
inspiration	phases	resonant tones
miracle	blighted	diagonal
barren	residential area	predictions
monumental plans	approximately	raze

Questions for Thought and Discussion

1. Discuss the importance of planning in the home, in school, and in the city-community. Justify national and international planning.
2. Write an essay on Burnham's plan. Include the man, the story of the plan, the achievements, and the importance of the plan to Chicago.
3. Be able to tell some of the important objectives, the aim, and the scope of the Master Plan.
4. Divide the class into groups. Each group select one phase of the Master Plan. Choose a chairman for each group. Present each part of the Master Plan as a "Round Table" discussion. Include the background, present status, and the plans for the future in each discussion.
5. Prepare a two-minute "sales talk" to put across the value of the Chicago Plan to your parent or your neighbor.

Books to Tell You More

- Chicago Plan Commission. *Chicago Plans* 1947.
 Chicago Plan Commission. *Annual Report for the Years 1944, 1945.*
 Chicago Plan Commission. *Chicago Looks Ahead.* 1945.
 Chicago Plan Commission. *Industrial and Commercial Background for Planning Chicago.* 1942.
 The Chicago Sun. *Postwar Chicago.* 1943.
 March Issue of *Commerce* each year.
 Current magazine and newspaper articles.



VII. OUR NEIGHBORHOOD COMMUNITY

HOW WE LIVE, WORK, STUDY, AND PLAY

How do we live in our neighborhood community? There are hundreds of neighborhood communities grouped into the fifty larger ones in Chicago. Sometimes a neighborhood has a definite nationality background as in "Chinatown" or in Swedish "Lakeview." Most neighborhoods have a mixture that has lost its identity with any single old-world country. All of the "little Chicagos" have something in common; their people are all Americans; they are all Chicagoans. The problems of America and of Chicago are their problems.

People choose to live in particular neighborhoods for many and varied reasons. Their choice may depend upon the nearness of the neighborhood to their place of work or to good transportation facilities. Sometimes people base their selection upon nearness to the homes of friends or relatives. A few choose to live on the outskirts of the city. Modern transportation and communication make it possible for these people to have many of the advantages of both country and city.

In country or rural communities even in modern America, families are more or less independent. They raise their own food and slaughter their own meat. Leisure-time is often chore time. There is one family to a home, and the homes are widely separated. There is a spirit of friendliness, but the solution of Farmer Jones' problems is not necessarily of immediate concern to his com-

munity. If Farmer Jones keeps an inferior quality of cattle, if he does not paint his house, if he does not cut his lawn, it does not usually affect the value of his neighbor's property. The neighbor's livestock is judged on its own merits. His house is far enough away so that the poor appearance of Jones' house does not lessen the value of his neighbor's. If Farmer Jones decides not to work for a week, it does not immediately disrupt the daily living of his neighbor.

In the city the story of the neighborhood is very different. Interdependence is the foundation of all living. If a janitor awakens, one morning in January, and decides not to work for a week, the owner of the building must immediately get someone else to do the janitor's job. If the owner does not get someone else the people in the building will be very cold and perhaps become ill. The water in the pipes may freeze, and the pipes burst. A great deal of damage to the building and to people's furniture may be caused. The city dweller depends upon the corner grocery for his morning coffee, the milkman for his cream, the baker for his bread, the butcher for his bacon, and his eggs may come from the nearest chain store. Mr. City Dweller's clean shirt is probably washed and ironed by the neighborhood laundry, and his suit is pressed by the tailor. The newspaper which he reads while he breakfasts was delivered to the door by a neighbor's son. Interdependence denotes a two-way situation. Our city man gives as well as receives. He may be the neighborhood dentist. In his office above the drug store he will serve the butcher and baker, as they serve him.

Mr. City Dweller may leave the neighborhood to go downtown to work, but he returns at night. With his

family he may go to the neighborhood theater for relaxation. Some evenings he attends meetings such as those of the Kiwanis Club. There are occasions when neighbors turn out at the nearby field house to decide upon matters of common interest: Where shall the new playground be built? Which vacant lot is best to flood for ice skating? What can be done to improve parking facilities in the shopping center? A city neighborhood is a close-knit center of community living. The improvement of one man's house helps the whole street. The deterioration of another, lowers the value of the surrounding property, and lessens every man's pride in his neighborhood.

How do we work in our neighborhood? Every "little Chicago" has some people who live in it and work in it as well. There is the group of workers who care for our daily needs. There are grocers, butchers, and bakers who help to feed us. There are druggists, dentists, and doctors who serve our medical needs. There is the hardware man who sells us pots and pans, hammers and nails. Our clothing is kept in order by the cleaner and the tailor. The shoe-repair store will make old shoes like new. The barber and the hairdresser aid our personal appearance.

There are real-estate dealers, insurance salesmen, and bankers. Store owners of every description abound in the shopping centers. Men and women earn their living by selling food, clothing, household furnishings, personal services, and amusement. There are groups of people in the community whose occupations enrich our lives: the man who leads us in worship, the librarians who guide our reading, park leaders who provide for our leisure time, and teachers who inspire us to greater achievements.

In some neighborhoods, aside from those owning shops,



QUILTING



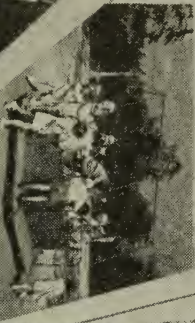
AUTO MECHANICS



FENCING



MODEL AIRPLANES

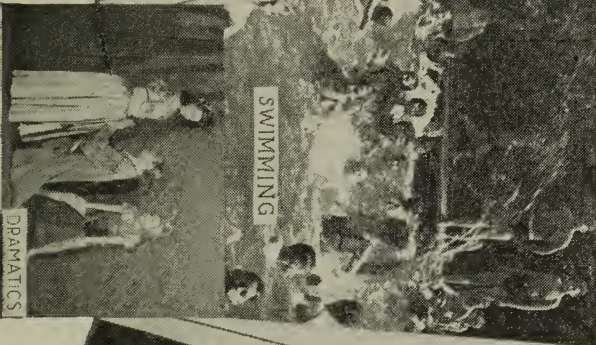


CHILDREN'S PLAYGROUND

GYMNASTICS



GYM SPORTS



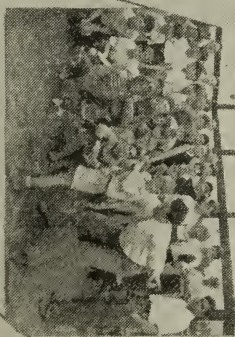
SWIMMING

DRAMATICS

SCHOOL GYMNASTICS



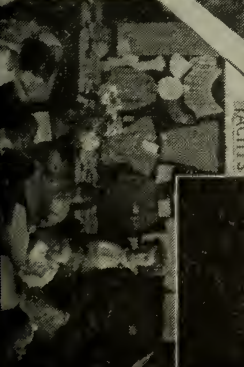
WOOD CRAFT



BASEBALL SCHOOL



GAME ROOM



PART CRAFTS

MODEL YACHTS

FIELD HOUSE ACTIVITIES

These pictures show the many kinds of wholesome pastime carried on in fieldhouses and recreation centers

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most of the people work in a large industry close by. There is the neighborhood where the people work in the steel mills, another where they work in a radio factory, and in another we might find people of the building trades. Some communities furnish the office workers and the people engaged in trade in our downtown Chicago. It is important to remember that each of us in earning a living depends upon the other.

How do we study in our neighborhood? We study in groups at our neighborhood public schools or in the parochial school. Some of us leave our neighborhood each day to attend a city college or a private university. In school we learn from books, movies, radio, assemblies, organized athletics, from clubs, and from civic groups.

Study in our neighborhood is not all done in school. Our branch library is ready with books for work and books for fun. In our churches and temples we learn the word of God, the principles of right living. We gain information as members of clubs and of community groups. We learn from lectures and forums sponsored by our neighborhood. Our field house offers classes in such a variety of things that there is no end to what we can study in our community.

How do we play together? We play baseball or football together on the vacant lot, the school campus, or the park diamond. We play on neighborhood teams, church teams, school teams, or park teams. Countless sports provide for our enjoyment in neighborhood groups. There are those of us who get our pleasure just by watching; it is fun to be a spectator, too.

We enjoy the company of our neighbors at community dances and plays. We spend many happy hours with our

club groups. Folk dancing, singing, acting, quilting, planning our gardens, and playing a game of checkers combine to make pleasant living. Some neighborhoods plan concerts. With popular support and for just a little money, we thrill to the lovely voice of Gladys Swarthout or the deep bass tones of Paul Robeson. Many evenings we laugh together and have fun at the movies.

Neighborhood living is the result of the combined efforts of the people. The community can be a miserable place or the center of a rich, full life. In the best neighborhood every man appreciates the contribution of the other fellow to his own livelihood; every man realizes his own well-being is dependent upon his neighbor's; everyone is interested and active in the affairs of the community. Typical of fine community spirit in Chicago is this greeting that one group uses on its letters: "Community meetings, friendly greetings, exchange of views, friendly news, a little labor, know your neighbor, a helping hand, a feeling grand, your opportunity for your community." Chicago is the sum of her neighborhoods. The community provides us with a place to live, work, study, and play. We in turn must do our part. Theodore Roosevelt said it very well: "Each one of us obtains (so much) which not he but the community has paid for. He must return it to the community in full in the shape of good citizenship."

Words and Terms You Should Understand

interdependence
deterioration
enrich
community spirit

For Study and Discussion

1. Compare rural and urban living.
2. Discuss the importance of the basic factor of modern urban living.
3. Use the general discussion of the unit as a pattern for specific discussion of living, working, studying, and playing in your own neighborhood community.

Books to Tell You More

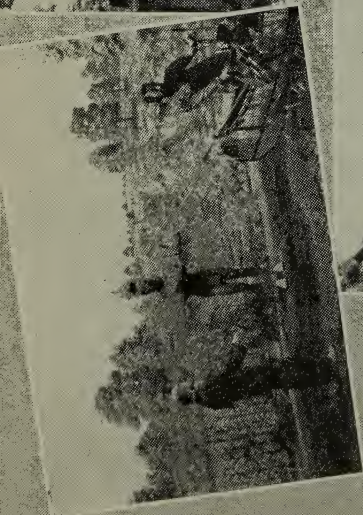
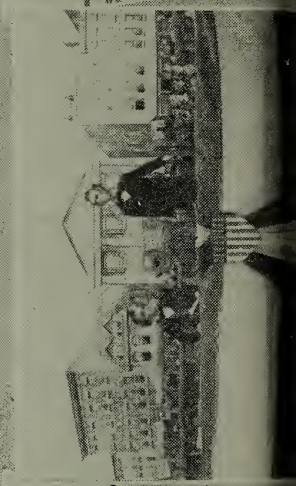
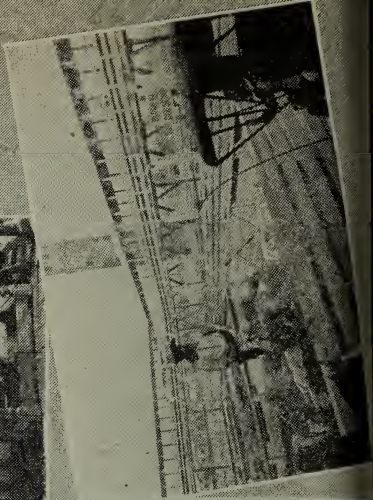
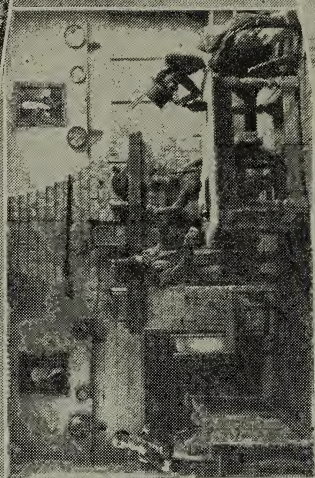
Chicago Park District. *General Information*. Nov. 1945—April, 1946.
Pamphlets available on various activities of neighborhood parks and field houses from Public Information Service, Chicago Park District.
A short history of your local community is usually available at your neighborhood library.



VIII. HOW ILLINOIS BECAME KNOWN TO EXPLORERS AND EARNED A PLACE AS A STATE

Before that long ago time when the rivers of ice covered nearly all of Illinois, this region was a tropical sea. Rivers picked up sand and mud and lime and emptied their precious cargo into this great body of water. Over and over again the bottom of the sea was lifted above the water level and then, after a long time, was submerged. During the time when the bottom of the sea was raised it was swampland, much like today's rain forests of the Amazon. Huge ferns lifted their lacy fronds in a hot, moist forest of giant trees. The Gulf of Mexico in those days stretched northward almost to the southern tip of our present state, almost to the mouth of the Ohio. The great trees of the forest died, joined the soil from which they had grown, and were succeeded by other junglelike growths.

Many thousands of years passed. The land continued to be alternately above water level and below it, to be alternately forest-covered swampland and sea. Heat, pressure, and time transformed the decayed matter into layers of rock, limestone, sandstone, and coal. Almost two thirds of Illinois rests upon a foundation of bituminous coal. In some places there is a very thin layer; in others there is a bed eleven feet thick. In some places the coal is very near the surface; in others it is several hundred feet below it. Much of Illinois is underlaid with layers of limestone and sandstone. Near Galena some lead and zinc were found in the limestone. In the southeastern part of Illinois



deposits of oil are infiltrated in the sandstone and a small amount of natural gas is found.

As the hot, moist climate continued, the fascinating Age of Mammoths appeared and the waters of the gulf receded to their present limits. Huge animals and reptiles lived and hunted in the forests, in the rivers, and in the shallow sea that covered much of central North America. The Rocky Mountains were raised and the peninsula of Florida was formed in the turbulent age of these monstrous creatures.

The climate changed and it became as cold as it had been warm. Ice sheets formed in the far north because the summers were so short that the snow of winter packed down into ice and never completely melted. Each summer's end saw a block of ice remain; each winter brought fresh snow and ice to pack upon the old. Gradually the ice sheets became thick and heavy; sometimes, they were 5,000 to 8,000 feet deep. The tremendous pressure at the center caused the ice to spread outward. It killed all life as it moved along. It carried rocks and stones and often changed the bed of a river. The glacier or ice sheet tended to level the land over which it passed by cutting down hilltops and filling in valleys. Four or possibly five times the river of ice moved down from the north to cover part of North America. It was always stopped by the climate becoming milder so that the ice melted faster than it moved forward. The waters of the melting glaciers drained through the Chicago-Illinois River Valley into the Mississippi River. They flowed southward to the gulf. Just one of the ice sheets drained eastward through the Mohawk-Hudson River Valley. One of the glaciers deposited rocks in such a manner that an old river valley was blocked

and the Great Lakes were formed.

The Glacial Epoch began between one and two million years ago and extended until about 25,000 to 80,000 years ago. That is not long when we remember that the earth is probably between one to two thousand million years old. It does not seem so much something of the dim past when we know that there are glaciers in existence in some parts of the world today. Greenland is almost covered by a glacier.

Many theories are offered as explanation of the changes in climate which brought the ice and then took it away. Some attribute the changes to a difference in the oceanic currents, some think the cause was a variation in the heat given off by the sun, and still others claim a shifting of the poles was responsible. No one is positive of the right answer.

A small part of Illinois was untouched by the rivers of ice. A section in the northwestern part of the state near Galena and another close to our southern boundaries were missed by the glaciers. In these areas the counties of Union, Johnson, Pope, Hardin, Alexander, Pulaski, and Massac were unaffected; and seven other counties were only partly glaciated. In both sections we find the country more rugged than in the areas that were covered by the glaciers.

The importance of the Ice Age to us lies in the fact that due to the action of the glaciers Illinois is a fertile tableland with a fine system of navigable waterways. The elevation gradually descends from about 1,150 feet above sea level in the north to 350 feet above sea level in the south. Time, vegetation, and the elements acted upon the coating of stones left by the glaciers. They disintegrated

the mineral matter and helped create a very rich farming land throughout the 385 miles of the state's length and the 218 miles of its greatest width.

It was very early in the earth's story that nature laid the setting for the opening scenes in the pageant of Illinois' history. It was a setting rich beyond the dreams of man: a tableland surface, a moderate climate, a wonderful natural transportation system, rich farming land, abundant forests and game, valuable minerals, and a location in the heart of the continent.

The earliest men to live in Illinois were the Mound Builders. These men had left the Illinois scene long before the gentle Marquette and brave Jolliet appeared. The only knowledge we have of them comes from the artifacts discovered when some of the mounds they left were opened. From these remains men have drawn different conclusions. Some claim the Mound Builders were a prehistoric race of men unrelated to the Indian. Other students of the subject believe that some of the Indian tribes are descendants of the Mound Builders. There are those who feel that the Mound Builders were farmers who did a little hunting. They built their houses on small mounds. The chief's house, the council house, and the temple for worship were on large mounds. One of the interesting facts we read about them tells that their largest mound in Illinois near Cahokia, known as "Monk's Mound," covers more ground than the Egyptian pyramids and would take a thousand men twenty years to build. Some of the smaller mounds were used for burial purposes; some were made in animal or human shapes.

There is evidence that the civilization of these men was a cultured one and that considerable trade was carried on

with others who lived at great distances from their villages. Mounds that have been opened have revealed decorated pottery and beautifully carved copper plates. Not only does this mean artistic ability on the part of prehistoric man but it means trade with men of the Lake Superior region must have taken place. Shells from the south and mica from the Carolinas have been found also. Their trade must have been rather extensive.

Nickell and the Merwins feel that there was some division of labor within the tribe. Some men did nothing but work with flint. They made hoes for farming, and arrowheads and spearheads for hunting. Since many men worked at one place making one kind of tool or weapon, it is easy to understand why one writer has called this the beginning of the factory system. If the mounds had not been left to tell their story we might have lost all trace of prehistoric man in Illinois. Many, many years passed before man once more lived on the North American continent.

It was a hundred and eighty years after Columbus discovered America before the magnificent Mississippi Valley was explored. When Marquette and Jolliet came to Illinois in 1673 they found people of the Illini living along the Illinois River. The Illini was a confederacy of Indian tribes who were members of the large Algonquin family. In the confederacy were the Peoria, the Kaskaskia, the Cahokia, the Michigami, and the Tamaroa. They took their name from the Indian word "Illini" meaning "real men" or "superior men." The plural that the Indians used was "Illiniwek" but the French ending and pronunciation of the word is the form that has come down to us.

The Illini were hunters primarily although they raised

some corn, beans, and pumpkins. Young bear meat, prairie chicken, and buffalo were important items in their diet. They ate from bark or wooden dishes. They wore clothes of animal skins although the fiber of tree bark was sometimes used. Their houses were long. They used poles for the framework and bark for the covering. When they set out on the warpath or to hunt they placed themselves definitely in the Stone Age. Their weapons were of stone or bone. They used shields of buffalo hides. Wooden clubs were important in the fighting equipment of the warriors. The use of metal was apparently unknown to them. One of the largest settlements of the Illini was near present-day Peoria, and another was near today's Utica.

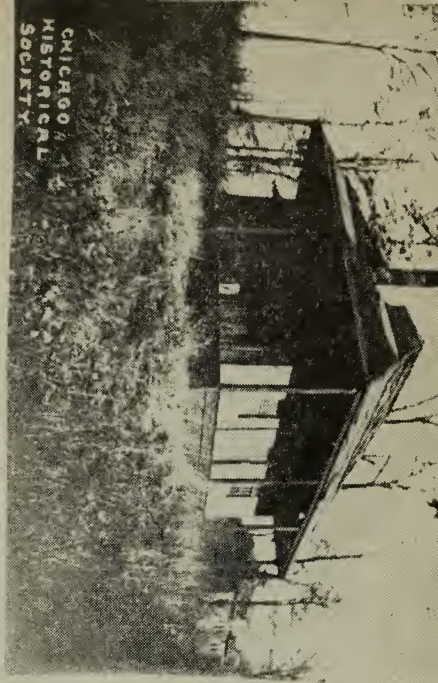
During the time of the Illini many other Algonquin tribes, about twenty in all, were scattered through the area of our state. In the southeast spreading north from the Ohio and the Wabash were the Shawnees. Tecumseh, a great leader of the Indians, tried to get the Indian tribes to band together to stop the white man. It was he who caused the Indian confederacy to side with the British in the War of 1812.

North of the Shawnees were the Miamis. It was this tribe together with the Shawnees, and Sacs and Foxes, that made a determined fight to keep the white man from coming further west. Anthony Wayne and his men had to defeat them before the Treaty of Greenville could be made. Captain Wells brought some Miamis with him when he arrived to help the people of Fort Dearborn evacuate the fort. They deserted him when the massacre began because their true sympathies were with the Indians. The warlike Kickapoos were just north of the Miamis along the Vermilion and Sangamon rivers. Stretched

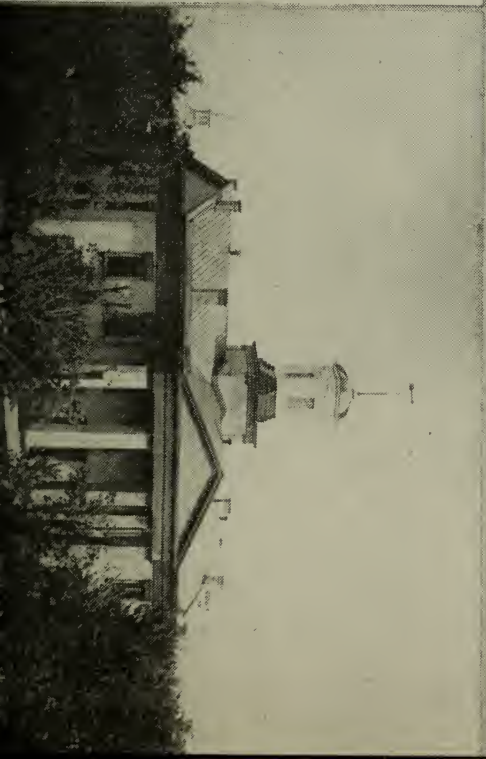
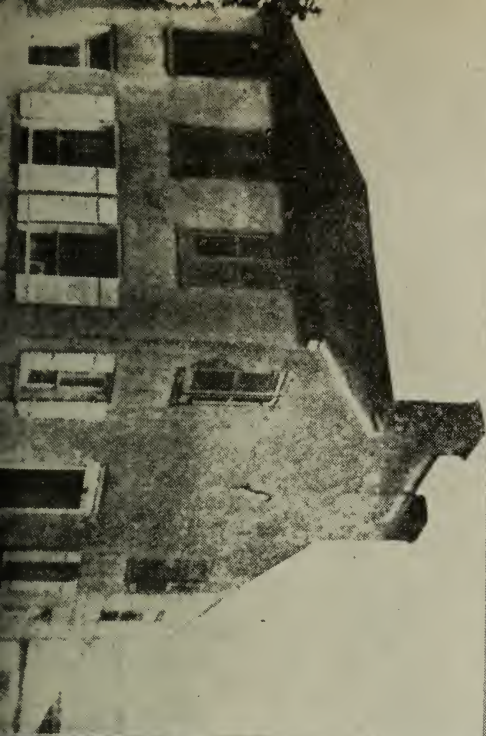
between the headwaters of the Illinois and Kankakee were the Potawatomi. Shabbona, a chief of the tribe, rode through the countryside one night to warn the white settlers of the approach of Indians on the warpath. Many white families were saved and as a result Shabbona has sometimes been called the "Indian Paul Revere." This is not the only incident of Shabbona's friendship for the white man. There were many incidents that showed his sincere desire to have his people live in peace and harmony with the whites. It was the Ottawas and some other Algonquins that caused the tragedy of Starved Rock when they pursued the Illini because the Illini had killed one of their chieftains. The Algonquins surrounded the base of the rock. The Illini could not get down to get food. When they lowered a bucket to get water from the river the Potawatomi cut the rope. Only one Illini escaped to tell the story of their tragedy.

The Winnebagoes lived just west of the Potawatomi, but it was not long after the coming of the French that the Winnebagoes moved northward into present-day Wisconsin. Their migration was not caused by the whites, but by the Indian tribes themselves.

Along the Rock River were the Sacs and Foxes, a fierce tribe that under Black Hawk caused trouble between the Indians and the settlers until the very end of the Red Man's days in Illinois. Black Hawk's character has been considered by many to have been one of the finest of any of the Indian leaders. When he was brought to trial after the Black Hawk War the Americans decided that nothing but "honorable warfare" could be charged against him. He was released to return to his own people; he died on the banks of the Des Moines River in 1835. He was the last



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of the Indian defenders of their native homelands in Illinois. He was a true Indian patriot.

Although all of these Indians were of the Algonquin family they were often at war among themselves. The prize they sought was usually more fertile land or better hunting grounds. Because of the beautiful country along the Illinois River the Illini were often the object of attack from their neighbors. The Sioux Indians sometimes crossed the Mississippi and left destruction in their wake.

The most serious threat, however, to the peace of the Illinois scene was the Iroquois tribe. Their homes were along distant Lake Erie, but they were a constant threat to all of the Algonquin tribes of Illinois. It was the Iroquois with whom Tonti bargained in a vain attempt to save the Illini from slaughter. It was the Iroquois who eventually broke the strength of the Illini so that there remained only a few scattered settlements. The Iroquois victories were due to the fact that they fought with the guns and ammunition of the white man which they had obtained from the English in exchange for furs. The Algonquins had only bows and arrows, spears, and wooden clubs with which to defend themselves. In the unequal battles that took place from time to time, the Algonquins were doomed before the first blows were struck.

Such were the inhabitants and their way of life when Marquette and Jolliet paddled their canoes up the Illinois in 1673. Father Marquette in his journal says, "We have seen nothing like this river that we enter for the fertility of the land, its prairies, and woods; its wild cattle, elk, deer, wildcats, bustards, swans, ducks, parroquets and even beavers. It has many little lakes and tributary rivers."

Near present-day Ottawa and Starved Rock was an

Indian village known as Kaskaskia. It was the largest of the seventeen Illini villages and had about seventy-five dwellings. Father Marquette had been very ill for days before he arrived at Kaskaskia, but he was very happy to see the Illini. These were the Indians to whom he had especially desired to preach. It was their dialect that he had laboriously learned at his mission at the Saguenay River. Jolliet had to return to Quebec to report the results of the trip to Count Frontenac; Marquette was far from well. They made friends with the Indians, and Marquette explained that though they had to continue their voyage at that time, he would return and establish a mission.

The Indians guided them to Lake Michigan and the seven voyageurs continued to the Green Bay Mission. We have previously discussed the great misfortune suffered when Jolliet's boat overturned in the St. Lawrence rapids and his maps and records were lost.

In 1674 Marquette set out to keep his promise to the Illini at Kaskaskia. His extreme illness forced him to spend the winter in a crude log hut in our present Chicago. In the spring of 1675 Marquette managed to return to Kaskaskia and founded the Mission of the Immaculate Conception. The Indians built a chapel for him, and he went from wigwam to wigwam preaching the word of God. When he realized that he had not long to live he called his Indians together. Some accounts say that as many as three thousand Indians — men, women, and children — gathered in the great valley to hear his final words and received his blessing. Marquette promised to send another missionary in his place. He knew he had only a short time left, for the hemorrhaging of his lungs had become very bad. He attempted in vain to reach his home mission at

St. Ignace; he died near the site of Ludington, in May, 1675.

La Salle and Tonti followed; their first fort was established in 1679 on the St. Joseph where they awaited the arrival of La Salle's ship, the Griffin. The ship had been sent with a valuable load of furs to Canada to establish their credit. They waited in vain. The Griffin had been lost in the storms of the lake and was never heard of again. Finally, La Salle left a few men at the fort and continued his journey. They built Fort de Crevecoeur just below present-day Peoria near a village of the Illini.

In February La Salle started for Canada with a very few men. He left Tonti in charge of Crevecoeur. On the way he noticed the fine site for a fort at what we call Starved Rock. La Salle sent word to Tonti to examine the rock carefully, which he named the Rock of St. Louis, and in case of Indian attacks at Crevecoeur to fortify the Rock.

While Tonti was away visiting the rock, the men left at Fort de Crevecoeur destroyed it, and deserted. When Tonti returned he salvaged what he could. With two missionaries and three of the men who remained loyal, he went to the large Illini village near Utica and Ottawa. This was close to the rock La Salle wanted fortified. Here they stayed but a short time when a Shawnee Indian warned them of an impending attack by some Iroquois and some Miami.

At great risk to his life Tonti went to the Iroquois to try and avert the battle. He was wounded by an Iroquois before they realized that he was a Frenchman. Because the French and Iroquois had recently made a treaty the Indians were willing to listen to him. Tonti realized the Illini had no chance whatsoever against the superior num-

bers and guns of the Iroquois. He attempted to gain a peaceful settlement by telling the Iroquois that the Illini had twice as many men as the Iroquois, and that the Illini had sixty armed Frenchman who intended to fight with them. The Iroquois were about to agree to leave when a young Illini Indian that the Iroquois had captured, unintentionally gave away the secret of the true state of affairs. Tonti and his men were fortunate to escape with their lives. The Iroquois attacked the Illini leaving a terrible toll of death and destruction.

Tonti and his men managed to get north to some friendly Potawatomi by November, although they almost froze and starved on the way. One of their number, Ribourde, a missionary, was killed by a Kickapoo while he was praying for help.

Meanwhile La Salle had returned to Illinois where he found the results of the Iroquois' attack. He searched for signs of Tonti. Although he traveled as far as the mouth of the Illinois and saw the tortured bodies of many Indians, there was no Tonti. It was at this time that La Salle determined to form a confederacy of the Algonquin Indians that would be strong enough to resist the recurring raids of the Iroquois. He resolved to fortify strongly the rock near Utica and Ottawa, and to have a colony of Indians clustered about the rock. This would serve the double purpose of protecting the Indians of the region and of giving him a monopoly of the fur trade. During that winter La Salle visited the Miami and the Illini and finally convinced them to join such a colony.

In the spring of 1681 La Salle started for Canada to get supplies for his project. By June he was at Mackinac where he was very happy to find Tonti. They continued

together to Canada. By late fall they were once more on their way to Fort Miami. In December La Salle decided that the trip to Canada and back for supplies and purposes of fur trading, was too long and arduous. If the Mississippi emptied into the gulf as Jolliet had reported, then that would be a much easier and safer route to France. La Salle and Tonti began their journey to the mouth of the Mississippi.

By February of 1682 they arrived at Fort de Crevecoeur, but they continued on their way. Near the confluence of the Mississippi and Ohio one of their men was lost while hunting. Some of the men built a small stockade fort which they called by his name, Prudhomme, while the others went on searching for him. The lost member was finally found half-dead from starvation. The voyage could at last be continued.

Several times they saw Indian villages on the trip. One of them was a settlement of the Natchez Indians whose homes were unusually well made of "sun-baked mortar, mixed with straw, surmounted by dome-shaped roofs of thatched cane." These Indians believed their chief to be descended from the sun-god.

Not long after this La Salle and his men reached the mouth of the Mississippi. Here they erected a cross and claimed all the land drained by the Mississippi and its tributaries in the name of Lous XIV, King of France. They called the land Louisiana to honor the king.

On the return trip La Salle became very ill with fever and sent Tonti on ahead with news of his discovery. A safer, easier, and faster way of trading with France had been found.

La Salle completed his plan for a confederacy of the

Indians, and by December of 1682 the fort was being built on the Rock of St. Louis. Dwellings and storehouses were surrounded by a palisade. The position of the fort on top of the rock was practically perfect so far as safety from attack was concerned. Before long La Salle's dream of an Indian colony was realized; twenty thousand Indians lived about the foot of the rock. Fort St. Louis, as it was called, became a very important fort. La Salle is considered by many to have been the most important Frenchman in America.

La Salle's dream included a whole string of these colonies all along the rivers to the gulf. He decided that the next one to be established should be at the mouth of the Mississippi; he wished to be sure that the French would have control of the river. To accomplish his purpose he traveled to France and told his plans to the King. With the aid of the King he was able to leave France in July, 1684, bound for the mouth of the Mississippi. He had four boats, a hundred soldiers, mechanics, laborers and their families, his own brother, a nephew, and some missionaries. The voyage was ill-fated. Spain was at war with France and one vessel was captured by the Spanish. One of the boats was lost and the men aboard drowned. One boat was wrecked; and although the men aboard were saved, the supplies were lost. The only remaining vessel could not find the Mississippi and landed on the shores of Texas where they built a fort. Almost three years were spent here with La Salle never giving up hope of finding the Mississippi. Many of their number died from poor food and water; some were killed by Indians. La Salle was blamed by some of the men for their sad plight. On a hunting trip for food in 1687; one of his

men shot and killed him.

Eventually La Salle's brother and several of the group found the Mississippi and managed to get to Fort St. Louis. They received help from Tonti in La Salle's name and started for France without telling Tonti that La Salle was dead. It was several months after they had left before Tonti heard the truth from some Indians. He continued to run the fort and was respected by both the Indians and the whites until his death in 1704 from yellow fever.

From this time on the French settlements grew. Fort St. Louis and the Indian colony lasted until the War of 1812 although the government in charge changed. The Mission of the Holy Family was founded in 1699; the settlement was known as Cahokia. In 1703 the Mission of the Immaculate Conception at the Indian village of Kaskaskia was moved south because of the Iroquois to a location near the confluence of the present Kaskaskia and the Mississippi Rivers. The new settlement was called Kaskaskia and was at the approximate site of present-day Kaskaskia. In 1718 the building of Fort de Chartres was begun. This fort had a stone foundation; since stones were brought by much labor from a spot some distance from the fort, it was 1720 before it was ready for occupation. In 1725 Prairie du Rocher was established.

Officially from 1717 on the settlements in our present State of Illinois were part of the French district of Louisiana. French law in theory was administered by the commandant at the French colony that had been established at New Orleans. French law was a summary kind of justice. In practice most disputes were settled by the village priest. Sometimes when the infraction of the law warranted it, culprits in Illinois were taken to the com-

mandant at Fort de Chartres. The commandant with the advice of the priest settled all arguments and decided punishments. Since the priests were kindly men, this arrangement was satisfactory to the inhabitants.

Kaskaskia, near the Mississippi and Kaskaskia Rivers; and Cahokia, near present East St. Louis; were the largest of the settlements. Each of these had less than a thousand people counting the Indians who lived in the village. It was Fort de Chartres, also called Fort Chartres, that was the center of life, since it was here that commandant and military power were stationed, and the trading company of the French had its warehouses and factories. On the same dance floor at a party in the fort there would be French settlers in clothes of the coarse blue cloth that was common in all the villages, Indians in their clothes of buckskin or bark fiber, and gentlemen and ladies dressed in velvets and the styles of France.

The villages as a whole were very much like those of France. The church was the center of life. The priest was the most respected citizen. The settlers made their livelihood by working for the fur-trading companies and by agriculture. Each village had its common pasture ground, and there was a common field for planting. The field was divided into strips for cultivation; each family was given a strip the size of which was determined by the size of the family; larger families received larger strips. They raised wheat, some corn, and flax. Tobacco and cotton were grown in some of the villages. Each family grew a few fruit trees in its back yard and kept a few hogs. Some of the men traveled north to present-day Galena in the spring and engaged in lead mining. The people of the settlements sent bacon, flour, hides, and leather to France and received

by import indigo, sugar, rice, and other commodities. Some of the villagers worked as boatmen on the Mississippi. In addition to these occupations the women often had Indian helpers and there were some slaves. Philip Renault of the trading company brought the first slaves to the fort.

The men of the colony wore pantaloons of coarse blue cloth except during the winter when they wore buckskin trousers and flannel coats with hoods. Women dressed in short waists and full skirts of the same blue cloth as the men's pantaloons. Both men and women wore cotton kerchiefs for hats. Their education was gained from their parents and from the village priest. It is interesting to note that a village Senate or council of elders decided all matters pertaining to the cultivation of land, where to build houses, and matters of that kind.

In general, the French led a happy-go-lucky life. They had many dances with the violin providing their music. They mingled freely with the Indians and had little trouble with them. Life under the French in Illinois was very different from the life of the Atlantic seaboard colonies of this same period.

This happy existence had a rude awakening as a result of the French and Indian War, or the Seven Years' War, that ended so disastrously for the French in 1763. During the war the soldiers from Fort de Chartres took an active part. Washington surrendered as a young soldier at Fort Necessity to French soldiers from Fort de Chartres. The French, afraid of a British attack in the Illinois country built Fort Massac on the Ohio near present-day Metropolis. In spite of all the French tried to do, General Montcalm had to surrender to the British General Wolfe at Quebec. The treaty ceded all lands east of the Mississippi to Eng-

land, and a secret treaty ceded all land west of the Mississippi to Spain. Thus La Salle's dream of a great French empire ended.

The Indians had had experience with the English and did not want them in Illinois. Pontiac formed a conspiracy of the Indians and was able to keep the British from occupying this country for two years. The Indians continued to cause the British soldiers trouble until 1769 when Pontiac was killed by a renegade Indian. When Fort de Chartres was formally turned over to the British, and the British flag flew over the fort in 1765, many of the French settlers crossed the Mississippi to the French settlements of St. Genevieve and St. Louis. They had no knowledge of the French treaty with Spain. They thought they were moving into French territory once more. An old French commandant actually governed the land around present St. Louis for a number of years after it had become Spanish territory.

The way of life under the English was different in a great many respects. The French law and judicial system was replaced with English law and trial by jury. This did not seem an improvement to the French; they liked the paternal law of the priest better than the cold justice of a jury and court. The French kind of government controlled all fur trade, but the settlers paid no taxes and were satisfied. Under the English government the settlers were taxed a great part of what they raised to pay for the English soldiers who protected them from the Indians. The French felt they did not need protection; the Indians were their friends. The French owned everything in common; the English believed in private ownership. The French were Catholic; the English were Protestant; and

the French feared they would lose the right to worship in their own way. The French believed in little or no education, some say the French king was afraid of a revolt if his people knew too much; the English believed in everyone having an education and in pamphlets and newspapers to keep the people informed of current developments in the world. The French were a gay, carefree people who were more interested in fur trading and pleasant living than they were in the productivity of the soil. The English were interested in the soil and in progress. Last, the French liked the Indian and lived with him; the English desired to move the Indians westward so that the soil as well as the furs would belong to the English. With these great differences it was not surprising that many French moved west of the Mississippi or moved south to New Orleans to escape the English system of government.

It was not only the French who were dissatisfied. The English king had issued a proclamation in 1763 forbidding the colonists to cross the Appalachians to settle in the west. Only the British Fur Trading Company was to use this region. This policy would have kept the area in wilderness and should have pleased the Indians, but it was announced too late to stop Pontiac's conspiracy. It served to antagonize the seaboard colonists because they were anxious to settle in the fertile farming land of the midwest river valleys. A few settlements had been made in Kentucky before this by pioneering Virginians.

Nature added to the troubles of the British garrison at Fort de Chartres. By 1750 the French had rebuilt the entire fort of stone so that it was the strongest fort in North America. In 1772 the Mississippi overflowed its

banks, and the west walls of the stronghold collapsed. The British company of soldiers moved to Kaskaskia, built a stockade, and set up their headquarters there naming it Fort Gage in honor of an English general.

The English king made an attempt to solve his troubles in the Illinois country by the Quebec Act of 1774. The act provided for the governing of the area according to the laws that had been given Quebec by the English. This meant that the settlers would keep their own religion and French law. So many of the French had already left this region that the law meant little in Illinois; it only served to make the American colonists angry because they were looking forward to moving westward.

Just a year later in 1775 the first hostilities broke out between the American colonists and the mother country; by 1776 the colonists had declared their independence; war was in progress. Although the major part of the war was fought in the east, the part played by George Rogers Clark and his men in Illinois was of great importance when the boundaries of the new country were decided at the peace table.

The Kentucky settlements of American colonists were raided a great many times by Indians after the outbreak of the Revolutionary War. The settlers felt the English encouraged the Indians to make the attacks. George Rogers Clark decided the best way to stop the raids was to gain control of the Northwest. To do this it was necessary to take the forts in the Illinois country from the British.

Clark told his plan to the government of Virginia. He was given money for supplies and permission to recruit 350 men. It was difficult to get men to join his companies

because it had to be done secretly. His plan to be effective had to be a complete surprise to the British. As a result Clark was only able to get about 175 men.

His idea was to attack Fort Gage at Kaskaskia on the Mississippi first, with the thought in mind that if he failed it would be comparatively easy to cross the Mississippi into Spanish territory and safety. Clark and his men began their journey by way of the rivers. At an encampment near present-day Louisville the men learned for the first time the object of their mission. With very few exceptions they were more than eager to go on.

At Fort Massac on the Ohio, Clark raised the American flag for the first time in the Northwest. It would have been much easier to continue on the Ohio and up the Mississippi, but Clark knew the British would have soldiers watching the rivers for possible attack. To surprise the Fort Gage garrison at Kaskaskia, Clark and his men made the journey by land.

On July 4, 1778 they approached the fort. The gates of the stockade were open and the grounds were not guarded. Before the British realized what was happening Clark had entered the Commandant's house and had taken control without firing a shot. The French settlers were happy to join forces with the Americans when they understood that the American colonies were being assisted by France, and that the Americans were not the barbarians they had been pictured. Captain Bowman and a company of men were sent to take Prairie du Rocher and Cahokia. This was also accomplished without any fighting.

Clark had two important tasks ahead: Fort Vincennes on the Wabash had to be captured, and the friendship of the Indians had to be gained. A French envoy was sent

to the people of Vincennes. He succeeded in gaining their allegiance to the American Captain Helm, and a company of French volunteers were sent to take charge.

Meanwhile the British Governor of Detroit, Henry Hamilton, led an expedition against Vincennes. He took control in December, 1778. A march across Illinois near winter's end, when the rivers were thawing and flooding the lowlands, was a disheartening prospect. To wait until spring when Hamilton would have re-enforcements at Vincennes would mean certain defeat for Clark's handful of men. It would probably mean the end of the American settlements west of the Appalachians. Clark decided there was only one hope — march against Vincennes and pray for the advantage of surprise.

The trip across the Illinois country was one of terrible hardships. The winter had been particularly bad; it is remembered in written records as "the winter of the big snow." In February when Clark and his men began their journey the thawing of ice and snow was well advanced. They waded through icy swamps up to their waists; they were often without food. The flood was so bad at the "drowned lands" of the Wabash that the waters of the two channels had become one. It was necessary to hollow out a boat from a large tree trunk to manage the crossing. As they neared Vincennes the land was so deep under water in places, that Clark was afraid some of his men would be drowned.

Finally, they approached the fort and Clark sent a letter to the people of the village. He told them that they would not be harmed in any way if they remained in their houses but that he would treat anyone he found armed as an enemy.

He began the attack upon the fort late in the afternoon. The French settlers stayed indoors. Hamilton was taken completely by surprise. The Americans were excellent shots and could fire between every crevice of the stockade. In the morning Clark demanded the surrender of the fort. By afternoon Hamilton agreed to turn the fort over to the Americans, and the following day this was done. Clark renamed the fort Patrick Henry in honor of the Governor of Virginia.

The Americans retained control of the Illinois country forts throughout the remainder of the war. Virginia set up a county government there under Colonel John Todd. The main reason we were able to get the Mississippi as our western boundary in the peace treaty was that we were actually in control of the northwest. Thus through the efforts of Clark and his small group of men, a land of inestimable value was made part of the new American nation.

In January 1782 Todd's government officially ceased to have power. Although all claims to the area were given up and it became national domain in 1784, the Northwest Territory government was not established until the Ordinance of 1787. It was 1790 before Arthur St. Clair, the Governor of the Northwest Territory, reached Kaskaskia, Illinois. He established courts according to the provisions of the ordinance and set up two counties, St. Clair and Knox. During the period when there was no official government, the courts that had been set up by Todd continued to function and satisfied the needs of the colonists fairly well. Before the Revolutionary War had ended, settlers had been moving west. After the war was over great numbers began our first real period of national

expansion. Many of these pioneers settled in present-day Ohio, some in Indiana, and a few got as far as southern Illinois.

As part of the Northwest Territory, Illinois enjoyed the privileges and rights guaranteed by the Ordinance of 1787. Freedom of religion, the prohibition of slavery, trial by a jury of the accused man's equals, free schools supported by taxes and the sale of public lands were some of the best known and most important provisions of the ordinance. It took a number of years before all its provisions could be put in force.

Territorial government could be one of two kinds, first or second class. A first class territory had less than 5,000 males; its judges and governor were appointed by Congress. A territory of the second class had 5,000 or more males, an appointed governor and judges, and an elected legislature. When a second-class territory had enough people, usually about 60,000 it could request Congress to pass an "enabling act." This act gave the territory the right to do the things necessary to become a state and set its boundaries. A convention had to be called to write and adopt the state constitution. When the constitution had been submitted and approved by Congress the region was admitted to the Union as a state.

In 1799 the Northwest Territory had the necessary 5,000 men and became a second-class territory with an elected legislature. By 1803 Ohio was admitted as a state, and the remaining section of the Northwest Territory once more had a smaller population. It became a first-class territory known as Indiana Territory. General William Henry Harrison was appointed Governor; Vincennes was made the capital. By 1805 it became a second-class terri-

tory with an elected legislature. Illinois delegates complained about the distance to Vincennes. They felt that Indiana was being favored in many instances. In 1809 the land was divided and Illinois was again a first-class territory with Ninian Edwards appointed Governor by Congress. The Territory of Illinois included present-day Wisconsin as well as Illinois. Kaskaskia was the capital. Within three years Illinois had the necessary 5,000 males and for the last time by vote became a second-class territory March 14, 1812. The people elected their representatives to their territorial legislature.

During the time that Governor Edwards governed the Territory of Illinois the War of 1812 was fought. We remember the massacre of Fort Dearborn as the great tragedy of the war in Illinois, but there were many outbreaks of the Indians. Governor Edwards had forts built along the Illinois for the protection of the settlers, and raised companies of militia.

Settlers had been streaming into Illinois. According to an estimate in 1800, there were 2,500 inhabitants half of whom were French and half American. A census taken in 1810 credited Illinois with 12,282 people. By 1820 the population had jumped to 55,211. The great increase between 1810 and 1820 was due in part to the fact that fear of the Indian was lessened. The United States government established ten companies of Rangers, four of which were assigned to Illinois to help protect the settlers. After the end of the War of 1812 southern Illinois had very little trouble from Indians, and this encouraged settlers to come west.

Most of these settlers came from southern states. They traveled west along the river on flatboats that carried their

families, livestock, and household goods. Thus it was that the early flood of migration came to southern Illinois first. They stayed in southern Illinois because of the rich valley land of the Mississippi, Ohio, and Illinois Rivers. The settlers chopped down the trees and used them to build their houses. Northern Illinois was not only in a more dangerous Indian district, but it was known to be swamp-land and prairie. It was generally believed that prairie land was unfit for farming; the pioneers felt that the lack of trees meant a lack of fertility of the soil.

A census taken in 1818 showed 40,000 inhabitants although some historians question the accuracy of this. An "Enabling Act" was passed by Congress which established the boundaries, permitted the people to choose a name for the state, and gave authority for a convention to write a constitution for Illinois. Nathaniel Pope, the Illinois Congressional delegate, succeeded in having the northern boundaries set far enough north so that the new state would have an outlet on Lake Michigan. The constitution was approved by Congress, and on December 3, 1818 Illinois was admitted as the twenty-first state of the United States of America. Shadrach Bond, one of the early settlers who came during the Revolutionary War, was elected the first Governor of Illinois by the people of the state.

The first land policy of \$2.00 per acre and no sale of less than 160 acres had encouraged speculation and made it difficult for the new settler. In 1820 the entire nation was given a new basis for land sales. As little as 80 acres could be purchased and the price was only \$1.25 an acre. Most of the land in Illinois was sold under this law.

From about 1830 the northern part of Illinois began to be settled more rapidly. The completion of the Erie

Canal was largely responsible for this. Most of the people who settled north in Illinois came from New York and New England. These people were very different in outlook from those of southern Illinois. This fact showed in many ways; one of them was their attitude toward slavery.

The Black Hawk War in 1832 was the end of danger from the Indian as far as Illinois was concerned. The final treaties arranging for the removal of the Indian tribes to the west side of the Mississippi were concluded.

The land problem and the Indian problem were only part of the difficulties of the new state. The slavery question in Illinois started when the Frenchman Renault brought the first slaves in 1720. The Ordinance of 1787 forbade slavery, but our government promised the French that their property would not be affected when the Americans took over. This meant the French kept their slaves. Southern settlers in Illinois wanted slavery permitted just as it was in the South. The territorial government allowed long-term indentured servants which really meant slaves could be kept. The men who wrote the state constitution were proslavery in sentiment; but they did not quite dare to include a clause allowing slavery for fear Illinois would not be admitted as a state. Shortly after Illinois became a state the Missouri Compromise of 1820 was passed. It was hoped that this would settle the slavery question throughout the United States; it only served to create factions in Illinois. In 1824 the people voted on whether or not they wished a convention to write an amendment permitting slavery. Those opposed to slavery defeated the convention, and slavery was never made legal in Illinois.

This was not the end of the slavery question in Illinois. Stephen A. Douglas and Lincoln debated many questions

and running through their talks was the important issue of slavery. It was the split in the Democratic Party in 1860 over the question of slavery that made it possible for Lincoln, the candidate of the new Republican Party, to be elected to the presidency.

When the Civil War began it was Douglas who rallied the southern part of Illinois and Springfield to the Union cause. He was similarly engaged in Chicago when he died. The southern and northern parts of Illinois contributed great numbers of troops. Camp Butler, near Springfield, and Camp Douglas, near the present University of Chicago on the south side of Chicago, were two of the most important camps for the training of Illinois men. They were also used as prison camps for captured Confederate soldiers.

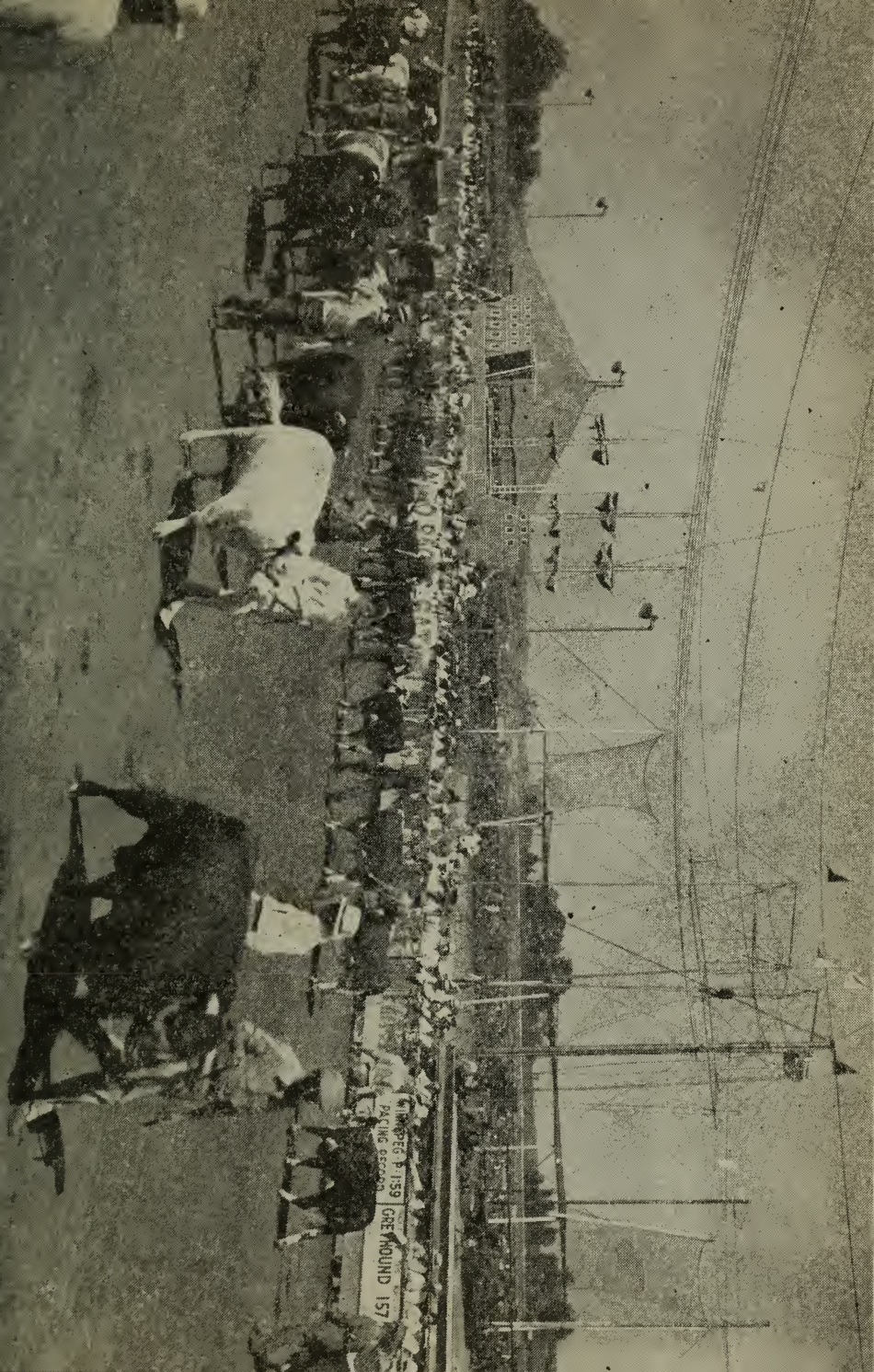
Because of the southern sentiment Governor Yates had a difficult time for a while when Lincoln first proclaimed the negroes free. In spite of its sympathies, all through the war Illinois sent more than its quota of soldiers. A number of the leaders of the war were from Illinois: Lincoln, the President; General Ulysses S. Grant, the Commander of the Union Armies at the close of the war; John M. Palmer, Richard J. Oglesby, and John A. Logan. All were important in command. When the war was over and the freedom of the negro had been established, Illinois mourned the loss of Lincoln, the nation's great leader.

Shortly after the Civil War, in 1870, Illinois got its third constitution. The first constitution written in 1818 was unsatisfactory in many ways. Among its flaws were the small number of officers elected by the people, the long-term indentured servant laws, the difficult method of amendment, the lack of power of the governor, and the very great power of the legislature. The Constitution of

1848 was better. More officers were elected by the people; the people were able to limit the state debt; and to some extent the method of amendment was improved. As the population increased and new problems appeared, it was evident that a new constitution was needed. The Constitution of 1870, our present one, met the needs of the people at that time. The judicial system was improved; the governor was given more power; the legislature had its powers and duties clearly defined; and the three branches of government were well-balanced.

Our present constitution is not satisfactory for twentieth-century living conditions. Only one amendment to the constitution may be acted upon at a session of the legislature. The system of minority representation was adopted to offset the sectionalism in Illinois. It sometimes prevents any political party from having a working majority and little can be accomplished. The difficulty of writing a constitution which meets the needs of rural and urban communities and provides a just and adequate taxing system is well recognized. The people of Illinois rejected the proposed constitution of 1922, and in 1934 they defeated a proposal for a constitutional convention. During World War II the efforts of the people have been directed toward winning the war. Recently they have been concerned with postwar problems. Many laws have been passed by the General Assembly for the improvement of Illinois, but the present constitution acts as a serious obstacle. An urgent demand for a new one can be expected in the very near future.

Illinois has earned its place as a state in many ways. From the very beginning of our history our state has acted as a crossroads for the nation. At first its position of



importance as a connecting link between the north and south, and east and west, was due to its natural transportation facilities and its location. Illinois has maintained its importance as a crossroads by utilizing every modern development in transportation.

Freight and passengers traveled at first on the lake or on the rivers. The flatboats soon gave way to keelboats which could be used against the current of the rivers. The Illinois, Ohio, and Mississippi rivers were most important to life in Illinois; this was especially so after the steamboat came into use. Shawneetown on the Ohio was the leading trading center in Illinois from the time of the War of 1812 until 1840, a period of about twenty-five years. Cairo, at the meeting place of the Mississippi and the Ohio, had more than 3,700 steamboats arrive in 1857. With its lead deposits and its position as a gateway to the upper Mississippi and to the northern part of Illinois, Galena was of great importance. Almost a half billion pounds of lead had been transported down the Mississippi by the middle of the nineteenth century. Stories of the river boat days have a perpetual interest for young and old alike. Mark Twain has immortalized them in his books.

One of the worst problems was overland travel. Wagons and stagecoaches sank in mud up to their hubs. Teamsters bringing grain into market would start when the weather made the roads passable. Milo Quaife says, "Starting out alone, perhaps, with his single wagon, the driver would from time to time fall in with others until he found himself part of a caravan which grew ever larger as he approached his destination. There was a practical need for such companionship, for the stalling of a wagon in a slough was of frequent occurrence, and the aid of his

fellow teamsters in unloading the wagon and drawing it from the morass was indispensable. Such aid was rendered as a matter of course, for every driver knew that it would soon be his turn to call for help."

Corduroy roads were tried. Logs were placed crosswise, and dirt was filled in and packed on top of the logs to make a smooth road. Needless to say, it did not stay smooth very long. Word was brought of plank roads in use in Canada. The idea had come from Russia originally where they were used at the mines. Privately financed plank roads were laid in Illinois; they were operated as toll roads. For a brief period they were a huge success. Roadbeds were leveled, and ditches were dug on each side for water to drain off. Stringers were laid about six feet apart, and dirt was packed between them. Planks were then laid crosswise on them. The first plank road from Chicago to Riverside was known as the Southwest Plank Road. It was eight feet wide and ten miles long. To use the ten mile plank road, the charge was twenty-five cents for a horse team and wagon, thirty-seven and a half cents for four horses and a wagon, and the fee for a horse and rider was twelve and a half cents. Plank roads assumed a prominent place in transportation around 1850, about the same time that railroads did. It was not long, however, before rotted and warped boards made the plank roads as bad as the corduroy roads or the dirt trails.

Improvements in railroads and appreciation of their importance caused a tremendous spurt of railroad building between 1848 and 1857. There had been a short line in the central part of Illinois, but the Galena and Chicago Union really began the railroad boom. By 1857 Illinois had a good network of railroads. It was the building of

them that made Illinois the hub of the nation. Agriculture and industry grew at a mushroom rate.

Automobiles and trucks were first heard of in the late nineteenth and early twentieth centuries, but they did not assume a prominent place in our living until the time of the World War I. In 1914 our state laid about fifty miles of new type roads. Concrete highways were developed to carry the new type of transportation. Over a thousand miles of paved roads were laid in 1924. There are now approximately 14,000 miles of excellent roads, and 100,000 miles of lesser quality.

Illinois is not lagging behind in air transportation. Between World Wars I and II, airplane travel made tremendous strides. Developments due to World War II are almost beyond our realization. An ordinary passenger plane on a regularly scheduled trip from Chicago to New York with the advantage of a strong wind, made the 720-mile trip in one and three-quarter hours. Excellent airports built during World War II and others that are planned will keep Illinois the "Crossroads of the Nation."

Transportation means little unless there is something to transport. Beginning with the early French villages, Illinois farms have been productive and profitable. The French settlers sent some of their products down the Mississippi to New Orleans and to France. Once when there was a severe storm that caused great damage to the crops of the lower Mississippi country, the French settlers of Illinois sent 4,000 bags of flour to the sufferers. Each deerskin bag contained one hundred pounds. In spite of their carefree ways and crude farming equipment, the French seem to have done rather well.

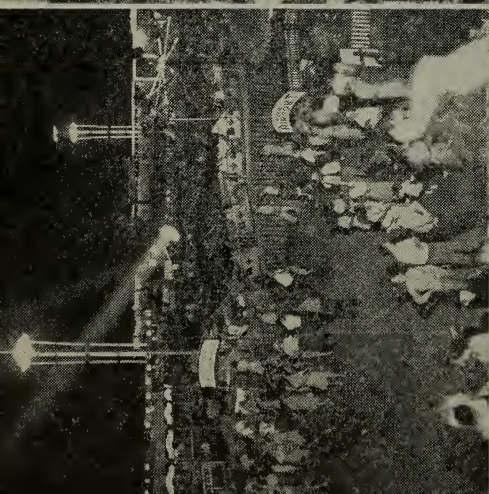
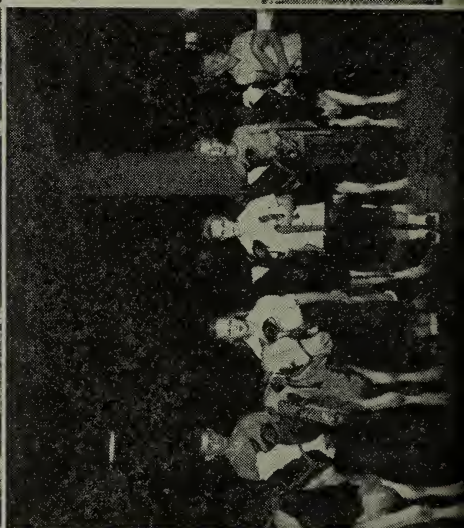
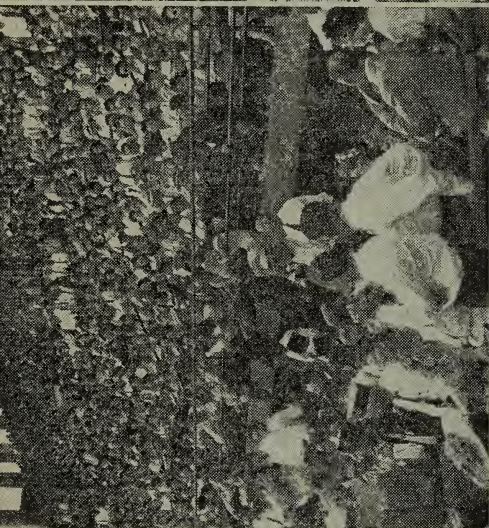
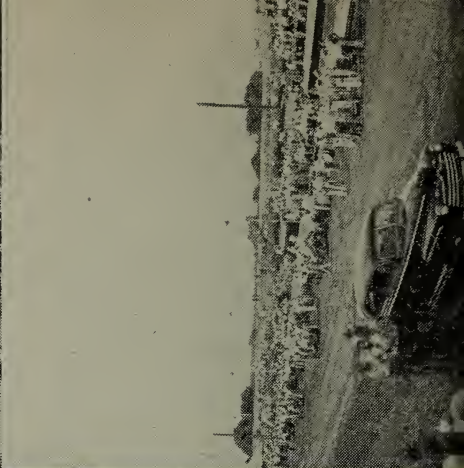
McCormick's reaper and other farm machinery in the

1840's made it possible to have larger farms, and the value of the products of Illinois increased greatly.

Illinois has always had the advantage of diversified farming. We often speak of "King Corn" because it grows so well in Illinois; in 1943 we produced 419,200,000 bushels. A number of valuable crops can be grown profitably in our climate and soil. Corn, wheat, oats, barley, rye, hay, potatoes, and soybeans are the principal crops. Illinois in 1942 ranked first in the United States in the value of soybeans; second in corn, American cheese, and hogs; third in oats; fourth in evaporated milk and ice cream; fifth in chickens and milk production; sixth in egg production; and seventh in all cattle and calves. The manufacturing of by-products of crops, has become important in the state.

In 1940 there were an estimated million farmers and 231,000 farms. Illinois had 31,875,000 acres of farmland of which about 90 % is cultivated. The value of all crops harvested in Illinois in 1944 was \$804,760,000. The farmers of Illinois on the whole are prosperous and progressive. There is a high degree of co-operation between the farmers and the Department of Agriculture. Farmers are well organized through the State Agricultural Society.

The Illinois State Fair is one of the best in the country; about one million people visit it each year. The program is one that offers something of interest to everyone: livestock, produce, automobile and motorcycle races, a horse show, a dog show, the National Swine Show, the Illinois State Gladiolus Show, Drum and Bugle contests and high school bands. There are two special buildings for Junior Livestock and Home Economics exhibits. As much as \$165,000 has been offered as prize money at the fair.



The minerals of Illinois in the form of coal and oil have contributed their share to the place of Illinois as a state. Illinois is third in bituminous or soft coal production in the United States. The early French knew that there was coal here. Tonti is said to have used the first Illinois coal mined in his forge at Starved Rock. The first coal mine was opened in Jackson County in 1811. Coal has been mined here on a considerable scale since about the middle of the nineteenth century. In 1943 Illinois mined 72,430,000 tons of bituminous coal. The need for fuel for the railroads helped get the coal industry started.

Lead production at Galena has not been important in recent years because the lead deposits have been exhausted, but in 1845 Galena mined about 80 % of the lead needed by the entire country. Since the 1930's, oil has been produced in great quantities. In 1941 there were 417,000 barrels produced daily. The total amount produced in 1943 was a little less; 80,260,000 barrels was the year's production. It is estimated that our average production will stabilize at about 250,000 barrels daily, and that we can continue to produce at that rate for some years to come. Illinois also produces limestone, sandstone, fluor-spar, and natural gas. The value of all our minerals, \$335,000,000 approximately, in 1943, places us sixth among the states of the nation.

The Civil War was largely responsible for the beginning of manufacturing on a large scale in Chicago and a number of sections of Illinois. The needs of the Civil War acted as a great spur to industry, but certain conditions had to exist here or the war could not have had that effect. The climate was favorable; the location was ideal; the necessary resources for manufacturing were readily

available; the transportation facilities were excellent; there was an adequate labor supply; and the needs caused by the war provided the market for products.

Two major world wars have affected industry in Illinois since its beginning; prosperity and depression have played their part. The latest available figures because of World War II are for 1939. They list 12,980 manufacturing establishments for Illinois, of which 9,921 were in the Chicago Area. There are about 596,000 wage earners engaged in manufacturing in the state, of which approximately 484,000 are in the Chicago area. The value of the state's manufactured products in 1939 was \$4,800,000,-000; Chicago's production was \$4,278,000,000. According to these figures Chicago produces most of the manufacturing in the state. This is true; but it does not give an adequate understanding nor appreciation, of the considerable manufacturing activities of the balance of the state.

Steel mills, printing establishments, and the meat-packing industry rank high in Chicago. Farm machinery manufacture is important in a number of places in the state in addition to Chicago. Rockford, Peoria, and Moline are important centers. Cairo has a great cottonseed oil mill, and Decatur manufactures a long list of corn products. Peoria has more major industries than any Illinois city except Chicago. There are 174 industrial plants producing in Peoria. The manufacture of liquor has long been important, and coal mining is an essential industry. Peoria, East St. Louis, and Chicago engage in the meat-packing business. Flour mills are a principal industry in Springfield and East St. Louis. Danville and Rockford act as trading centers for the areas around them

in dairying and farming. Danville is a coal mining center. Ninety-eight per cent of the state's oil comes from the region of Martinsville.

Certain cities are justly famed for the quality of a particular product such as: the cheese of Freeport; the precision watches of Elgin; the great wallpaper manufacture of Joliet; the fine furniture of Rockford; and the exceptionally large glass bottle works at Alton.

The story of each of these industries makes fascinating reading. When the corn-products factories at Decatur grind corn, they not only get starches for laundry use and food, but they also get materials for the manufacture of explosives, textiles, and paper boxes. The syrups made from corn are not only a food, but different corn sugars are used for tobacco and rayon.

The lowly cottonseed, that at one time was waste material, presents an Arabian-Night's story. Today oil is extracted from the cottonseed for a variety of uses. By-products of it are used in the manufacture of cellophane, of fabrics, and of lacquers and varnishes. The pulp that is finally left is an excellent livestock feed.

Most of the manufacturing towns are located on waterways or are railroad centers. The various occupations provide a high standard of living for the people of Illinois. Through the products of its industries Illinois serves the nation year in and year out, and enables many millions to enjoy a better living than would be otherwise possible.

There have been times of emergencies besides the Civil War when Illinois was called upon to contribute its share to the general welfare of the nation. The Spanish-American War was a very short war; but during it Illinois furnished nine regiments of infantry, one of cavalry, and

one battery of light artillery. Many Illinois men served in Cuba and in Puerto Rico.

During World War I, Illinois helped in many ways. We contributed 350,000 men to the armed forces; we subscribed to more than our quota of Liberty bonds and stamps; and our contributions to relief groups went "over the top" each time they were requested. It takes food, clothing, weapons, and ammunition to carry on wars. Again Illinois did its part. A planned program for planting resulted in the state's crops ranking first among all the states. Manufacturing receipts for the state in 1918 were approximately \$6,000,000,000 — about two-thirds of which were Chicago's. At war's end more than 4,000 Illinois men had given their lives, and approximately 13,750 had been wounded. With peace came normal living and normal teamwork on the part of Illinois with all of the states of the Union.

Illinois struggled through the difficult time of the depression in the 1930's. She co-operated with the president's plan for recovery. Eventually things became better, and the citizens of Illinois with their usual splendid spirit set about the tasks of routine progress.

This happy time did not last long. With the coming of World War II we again turned every energy to winning a war. Agricultural production reached an all-time high as did our subscriptions to Victory Bonds and War Stamps. Illinois led all states of large populations in the Third War Loan Drive; the people bought 128 per cent of its quota. Industry devoted its energies to producing the war goods that were so essential. The people of Illinois gave generously to all Red Cross drives. The efforts of the state to provide recreation facilities for the armed

forces were known throughout the nation. Illinois led the nation in 1942 and 1943 with the large number of Victory Gardens that were planted. The number of gardens in 1943 in Illinois was 1,151,000. In every drive for critical materials — scrap, tin-cans, and waste fats — our state has ranked high.

Illinois has tremendous advantages and wealth in the geographic factors, but the greatest wealth and advantage of the state lie in its people. The people of Illinois have been strongly democratic in spirit; they have been influenced by religion and education to build the kind of outstanding character we mean when we speak of an American. They are energetic and progressive, and keenly concerned with the general welfare of all the people. Illinois is a worthy state in the United States because her people have made her so.



Words and Terms You Should Understand

rain forests	salvaged	territorial
lacy fronds	avert	government
infiltrated	recurring	enabling act
turbulent	monopoly	delegate
attribute	stockade	pro-slavery
oceanic currents	summary kind of	anti-slavery
navigable	justice	indentured servant
disintegrated	paternal law	immortalized
pageant	reinforcements	caravan
artifacts	drowned lands	morass
tributary rivers	crevice	indispensable
dialect	inestimable	rendered
hemorrhaging	precision	corduroy roads
fortified	critical materials	fluorspar
impending		

For Study and Discussion

1. Explain why explorers came to Illinois.
2. Tell what the explorers found in Illinois.
3. Contrast the French way of life in the Illinois settlements with the way of life in the average English settlement in North America.
4. Discuss the gains of the people of the Illinois Country as a result of American territorial government.
5. Trace the development of constitutional government in Illinois.
6. Give a two-minute talk showing how Illinois earned her place as a state.

Books to Tell You More

- Blatchford, F. L. and Erminger, L. W. *Illinois Grows Up*. 1941.
- Blough, G. L. and McClure, C. H. *Fundamentals of Citizenship*. Appendix: Illinois. 1937.
- Brigham, A. P. and McFarlane, C. T. *Our Home State and the New World*. Blanchard, W. O. Illinois Edition. 1934.
- Facts about Illinois*. Printed by Authority of State of Illinois.
- Gray, James. *The Illinois* ("Rivers of America" Series). 1940.
- Illinois Blue Book*. Published biennially by the State of Illinois. 1939-1940 and 1943-1944 are very good.
- Mather, Irwin F. *The Making of Illinois*. 1935.
- Merwin, Nickell, and Merwin. *Illinois, Crossroads of a Nation*. 1943.
- Tubbs, Eston V. *Illinois—The State and Its Government*. 1944.
- Writer's Program (Illinois). *Pioneer Days in Illinois*. 1940.
- Writer's Program (Illinois). *Stories from Illinois History*. 1941.
- There are a number of booklets about individual cities in Illinois written under the Illinois Writer's Program and some under the Federal Writers Project. They are known as the "American Guide Series."

IX. HOW NOTABLE CHARACTERS IN THE HISTORY OF ILLINOIS HAVE HELPED HER BECOME A CENTER OF AMERICANISM

In any body of people there are those who have the quality of vision, leadership, integrity of character, action, and perseverance that makes them the inspiration and rallying force of the multitude. They interpret our world and mold the affairs of man so that life holds more beauty, meaning, and purpose, and offers greater opportunities for all. Such leaders have contributed notably to the American way of life.

Illinois has had a number of leaders who have firmly established democratic ideals in the hearts of the people and in the laws of the state. Pierre Menard, one of the French settlers in Illinois, was born in Montreal in 1766. He moved to Vincennes while he was in his teens and then to Kaskaskia in 1790, just one year after Washington was inaugurated as the first president of the United States. That same year Governor St. Clair of the Northwest Territory arrived in Kaskaskia to set up county government and courts for the Illinois region.

Pierre operated a prosperous trading business and store. He was a leading citizen of Kaskaskia. His lovely French Colonial home had a view of the river and was situated close to Fort Gage. The home was made of hand-hewn oak timbers. Nails were difficult to get and the Menard home, like many others, used pegs made of wood to hold the timbers together. It is well worth the trip to Menard State Park to see his restored home and the remnants of

Fort Gage trenches. Beautiful park grounds of fifty-six acres have been developed around them.

Pierre Menard was kind, cheerful, and generous; he had many friends. When Governor Coles of Illinois brought Lafayette with him to visit Kaskaskia in 1825, Menard was among those who entertained the famous French general. Menard was an energetic man keenly interested in the betterment of Illinois. He was the president of the first three Territorial General Assemblies and the first lieutenant governor of the state.

Many stories are told about this good-hearted man. One of the most interesting and revealing is repeated by James Gray in "The Illinois." Gray tells us that at one time there was a shortage of salt in the country around Kaskaskia. A number of men went to Menard to ask for some of his supply. Pierre separated the men into two groups: those who had money to pay for the salt and those who did not. The men with money must have been thinking of the delicious salt pork and corn bread they were going to enjoy. Then Gray quotes Menard as saying: "You men who got de money can go to St. Louis for your salt. Dese poor men who got no money shall have my salt, by gar." This is typical of the man's character. He was as warmly friendly to the Indian as to the white man, to the poor as to the rich. His leadership in the early Illinois government helped lay a fine foundation for Illinois.

Menard is honored by the state he helped to start. A county is named for him; there are statues of him at Springfield; and the Menard State Park enshrines his home. He should be honored in the hearts of the people of Illinois for his character and ideals.

Ninian Edwards from Kentucky was appointed the first

governor of the Illinois Territory in 1809 and was later elected as third governor of the State of Illinois. It was during Edwards' term as governor of the territory that the War of 1812 occurred. Governor Edwards organized companies of men to combat Indian attacks; partly due to his active leadership, dangers from Indians were few. They were practically ended in southern Illinois by the close of the war.

Shadrach Bond was elected the first governor of the State of Illinois; there were no other candidates. Although he was born in Maryland, Bond had come to Illinois when he was a young man. He was tall and forceful in appearance. Like Menard, Bond had little formal education but had learned a great deal from experience. He had served as a captain in the War of 1812 and was the first man elected territorial delegate from Illinois. Bond had his home in Kaskaskia, the site of the first state capital.

Governor Edward Coles was the second man to lead the state government; he was one of four candidates for the position. Governor Coles was originally from Virginia, but he was an anti-slavery man. It was during Coles' term of office that there was so much agitation to have slavery legalized in the state constitution.

It was Governor Coles who suggested, after the Missouri Compromise was passed, that Illinois free all slaves. This provoked strong indignation from the slave holders. When the pro-slavery group gathered enough strength in the legislature to have the question of a convention to write a slavery amendment to the constitution submitted to the people for a vote, Coles gave his entire year's salary of \$4,000 as governor to combat the issue. Although the pro-slavery group was defeated and attempts to change

the constitution ended, those who owned slaves continued to keep them. Governor Coles was a leader who took a strong stand for the right regardless of what the personal consequences might be. His belief in freedom for all is a keystone of Americanism.

The "enabling act" had permitted Illinois to enter the Union as a state with a doubtful 40,000 population whereas the required number for the Northwest Territory states had been set at 60,000. Because of our small population Illinois was only allowed to send one member to the House of Representatives in Washington, D. C. During the time of the Missouri Compromise and Governor Coles' term as governor, Daniel Cook was the one representative of Illinois.

Cook was a fine-looking man, not very strong, but fired with a great sense of justice and a sense of civic responsibility. The number of positions he held showed the unbounded energy of the man. James Gray says of Cook, "He had been, all within five years, a businessman at Kaskaskia, a student of law, a practicing lawyer, the joint owner and editor of the 'Illinois Intelligencer,' a propagandist against slavery, an auditor of public accounts, a special emissary between President Monroe and John Quincy Adams at the Court of St. James, a circuit judge, legislative attorney general, an unsuccessful candidate for Congress, and finally, a successful candidate for Congress."

Cook was uncompromisingly against slavery and voted against Missouri being admitted as a slave state, in spite of the fact that he knew many people in Illinois would be angry. He felt that the country must give liberty to all. On every occasion Cook voted for what he honestly believed was right regardless of the possible consequences

to his career. He would not sacrifice his principles for his politics.

Largely through the efforts of Cook the public land price was reduced to a dollar and twenty-five cents an acre, a price the early homesteader could afford. He worked untiringly for federal aid for a canal to connect Lake Michigan and the Illinois River. Eventually Cook was rewarded; a strip of land ninety feet wide was granted from the public domain, and the canal was accepted as a federal project.

Daniel Cook, for whom Cook County was named, was the kind of American that we admire. He was intelligent, passionately devoted to the right, and zealous in the promotion of democratic ideals. Although Cook died while he was very young he had already accomplished much for Illinois and for Americans in general.

Another citizen of Illinois who fought for the rights of all men to be free, and who was killed because he persisted in the rights of free speech and freedom of the press, was Elijah Lovejoy. He was a minister who also edited a religious newspaper in St. Louis. Because he advocated the freeing of all slaves, his press was broken by an angry crowd. Some of the people of St. Louis forced him to leave the city.

Lovejoy moved to the city of Alton in the free state of Illinois. He set up his presses here and printed articles for the abolition of slavery. Although he was in a free state, Lovejoy met with the same kind of opposition that he had experienced in the slave state of Missouri. Twice his presses were broken; many people were aroused and money was raised for another press.

When it was known in Alton that Lovejoy had a new

press, a mob armed with clubs and guns gathered outside his office and demanded that the press be turned over to them. After Lovejoy refused, the mob began breaking windows of the building and then fired upon it. Lovejoy and his friends fired back. One of the mob set fire to the roof of the building. Lovejoy stepped outside with his gun in hand to talk to the crowd. He was shot down before he could say a word. Elijah Lovejoy believed in liberty and freedom of speech and press to the point where he gave his life for them. Today these are a part of our heritage because of the vision and courage of men like Lovejoy.

A colorful and important figure in Illinois was the minister, Peter Cartwright. As a "circuit rider" he was responsible for the religious leadership of the people in a large area of the state. Periodically, Cartwright left his family and farm and rode from place to place in his district or "circuit" to preach. He was a dynamic man, a fiery speaker, and in vigorous terms he instructed the people in the good life.

Cartwright believed in education and helped establish some of the early colleges in Illinois. He was also active in politics. Through his services in the state government Cartwright fostered laws that helped both education and religion.

It is interesting to note that once in 1832 Peter Cartwright ran against the very young Abraham Lincoln for the office of representative in the state legislature. Cartwright was the winner. There were many occasions on which the two men met. In 1846 when they were opponents for the office of representative to Congress, Lincoln was elected. At the time of the Civil War Cartwright

spoke in support of Lincoln's policies in regard to the Union and slavery. To the very end of his life Peter Cartwright urged upright living and education for all.

Lincoln came to Illinois with his father's family in 1830 when he was twenty-one years of age. After he had helped his family get established Lincoln set out on his own. He worked as a boatman taking a cargo down to New Orleans for Denton Offut and later as clerk in Offut's store in New Salem. In the Black Hawk War of 1832 Lincoln was chosen captain by the men of his company. He educated himself by persistently reading books on every subject that pertained to anything he was doing. At one time he worked as a surveyor and laid out the city of Petersburg.

While Lincoln was at New Salem he began to study law. He was actively interested in politics as early as 1832 when he was Cartwright's opponent for the state legislature. By 1837 Lincoln was able to begin practicing law in Springfield. As has previously been stated he represented Illinois in our national Congress in 1846. This was at the time of the Mexican War. Lincoln met many of the great men of the country in Washington.

The problem of slavery was assuming alarming proportions. One of the questions about which there was much heated debate was whether slavery should be permitted in the new territories being opened as a result of the land acquired at the end of the Mexican War. Lincoln firmly believed that slavery should not be extended into the new regions. Out of this question and the contest for the office of United States Senator from Illinois grew the famous Lincoln-Douglas debates.

Stephen A. Douglas, the "little giant," had long been

prominent in Illinois politics. He had taught school in Winchester, Illinois, for a time and practiced law in Jacksonville, Illinois. The Lincoln-Douglas debates forced Douglas into admitting that he favored slavery. Thousands listened to the two men at every place they spoke in the state. As the immediate result Douglas was elected to Congress. In the long run partly because of those debates Douglas lost his chance for the presidency and Lincoln became the leader of the nation in the hour of its greatest need.

Although Douglas had compromised on the question of slavery and shown a lenient attitude toward it, once war broke out he stood solidly behind the Union. In the southern part of Illinois where there was a kinship with the south and a strong pro-slavery opinion, Douglas urged everyone to give complete support to the Union. In Chicago, June 3, 1861, during one of his trips for the purpose of rallying people behind Lincoln and the Union cause, Stephen Douglas died.

Of Lincoln, the leader — Lincoln, the man — much has been written and beautifully said. There is a sense of utter inadequacy in attempting to describe this man whose spirit was so great that it has transcended time. Carl Sandburg says, "Sprinkled through the speeches of Lincoln, as published, were stubby, homely words that reached out and made plain, quiet people feel that perhaps behind them was a heart that could understand them — the People — the listeners." Others have described him as having "no money lust, no drive for power," as having the quality of "compassionate humanity," and as being "grave and tender." His was a great simplicity of spirit that realized the essential unity of all mankind. The essence

of his belief was well expressed when he said, "As I would not be a slave, so I would not be a master. That expresses my idea of democracy."

Lincoln will always be in our hearts and thoughts to help guide us in times of need. The well-known Illinois poet, Vachel Lindsay, wrote "Abraham Lincoln Walks at Midnight" when the world was in a turmoil with the first World War. Lindsay thought of how Lincoln had tried to further democracy and equality for all men. He knew Lincoln would be filled with sorrow to know that once more, in Wilson's words, "we had to fight to make the world safe for democracy." The poet wrote of Lincoln:

"He cannot sleep upon his hillside now.

He is among us: — as in times before!

And we who toss and lie awake for long

Breathe deep, and start, to see him pass the door.

His head is bowed. He thinks on men and kings.

Yea, when the sick world cries, how can he sleep?

Too many peasants fight, they know not why,

Too many homesteaders in black terror weep."

Dorsha Hayes in "Chicago, Crossroads of American Enterprise" also demonstrates how Lincoln's spirit and wise leadership come to mind in time of need. She writes during the second World War and speaks of the great world problems being faced. Dorsha Hayes says: "It might not be a bad idea in offering up a prayer for these United States right now if some part of it would be — 'Lincoln, be with us now.'"

Lincoln said as he left Springfield in 1861: "Trusting in Him who can go with me and remain with you, and be everywhere for good." In his second inaugural address, Lincoln said: "With malice toward none; with charity for

all; with firmness in the right as God gives us to see the right, let us strive to finish the work we are in." Surely, the spirit of that kindly wise man walks beside every man, woman, and child of Illinois, beside every American, guiding us by his example toward: "a just and everlasting peace."

Among the Illinois men who served as leaders in the Civil War were Generals Grant, Logan, Palmer, McClelland, Oglesby, and Pope. Ulysses S. Grant was the general who left an indelible mark on the pages of history. He was a graduate of West Point, had served as a captain in the Mexican War, and had been unsuccessful as a business man in peacetime. When the Civil War broke out, his military background gave him a new importance in his home town of Galena. Largely through his efforts Grant swung the hesitant town to the Union side. He drilled the company of volunteers from Galena before it left for Springfield.

In the capital city, Grant was at first assigned a routine job in the adjutant general's office. Within two months he was made Colonel of the twenty-first Illinois Infantry. He took a mutinous group of recruits and trained them into a well-drilled, model regiment. His ability was recognized and in August 1861, he became a Brigadier-General. Eventually Ulysses S. Grant was given command of the Union Army.

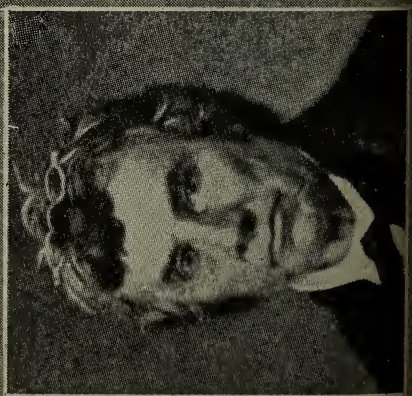
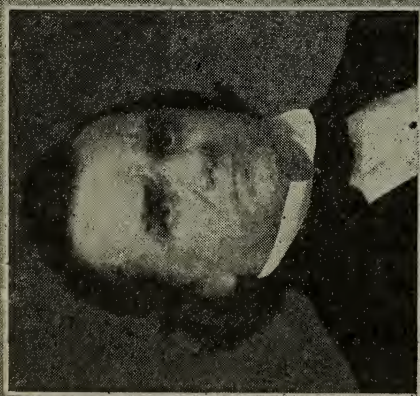
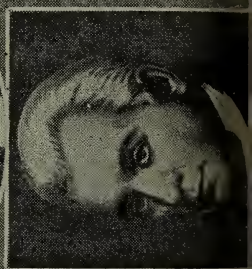
As a general, Grant would not recognize defeat; he simply continued to fight in the face of all odds. In victory, Grant was humane. He did not humiliate the surrendering southern leader and his men in the way that was common in warfare. Lee and his officers were allowed to keep their swords and guns. Grant recognized the

ability and sincerity of Lee and offered him every courtesy. The men of the southern army were allowed to keep their horses and mules. From farming country himself, Grant knew how necessary the animals would be in trying to start life again on their ruined plantations and farms.

Later Grant became president, but Illinois and the nation will always remember him for his perseverance and generalship that overcame all difficulties and for his humanity in victory.

During the Civil War, George Root wrote "The Battle Cry of Freedom" and "Tramp Tramp Tramp the Boys are Marching"; Henry Clay Work wrote "Marching Through Georgia." These songs served as an inspiration to the fighting men of the Union Army. Root's song came at a time when there was a great need for something to lift the spirits of the men. "The Battle Cry of Freedom" was sung at one of the camps. It made the soldiers aware of what they were fighting for as nothing else had done. Soon everyone was singing, "The Union forever, hurrah! boys, hurrah!" and "While we rally around the flag boys, rally once again, shouting the battle cry of Freedom." It was exactly what was needed.

Two other men of Illinois have given us songs we will always sing. About 1890 Charles H. Chamberlain wrote the lyrics of "Illinois." He used the lovely melody of the song "Baby Mine" which had been a favorite about 1870. His purpose in writing the song was to help popularize Chicago and Illinois so that Congress would select Chicago as the site of the Columbian Exposition. "Illinois" immortalizes the state's peaceful rivers, its fertile prairies, and the contributions of its people to the nation during the Civil War. In 1925 it was made the official state song.



John Alden Carpenter is known in Europe as well as in the United States. He wrote the "Home Road" during the first World War. It tells of the things that are America to us: liberty, home, hills and plains, lakes and lanes. The melody and words are filled with the feeling of the peace of home, and with a stirring determination that liberty shall not die. Our love of country fills our hearts as we sing, "My Woodlands! My Cornfields! My Country! My Home!"

Illinois has produced poets and authors of national fame. Three of them — Carl Sandburg, Vachel Lindsay, and Edgar Lee Masters — wrote of Lincoln. Sandburg's six great volumes about Lincoln's life are considered a great literary work and the best of the books about Lincoln. Sandburg's and Lindsay's poetry is close to the people. They sing of the hopes and desire of democracy. Masters' poetry differs; but it, too, deals with the people of the Illinois country. "Spoon River Anthology" is probably his best known work. Sandburg, as an entertainer, plays a guitar and sings ballads of the life that is close to the soil, of life in the mountains, in the west, and on the farm. Lindsay, too, entertained by singing and chanting ballads he had written. He died a few years ago, but Sandburg, singing his simple American ballads, still charms audiences. James Gray describes Sandburg's artistry beautifully when he says, "Sandburg receives the rich ore of the thought and speech of everyday life, refines it into gold, turns it into poetry." All three men speak of the people and to the people. Through their writings we gain a greater appreciation of our neighbor and his problems, we feel a greater kinship with mankind, and we are inspired to work for the betterment of humanity.

Jane Addams and her friend, Ellen Starr, in 1869, bought a house that at one time had been the home of a wealthy Chicagoan. The west side neighborhood had changed so that the house stood in the center of a factory and tenement district. Here, when she was twenty-nine years of age, Jane Addams started out to make her dream of an improved way of life for the underprivileged come true.

Poole in "Giants Gone" tells us that Jane Addams and Ellen Starr began in this way: "They went out and began to make friends with women and children close by. 'Come in and see us,' they urged. The neighbors came, the children first and then their mothers, and in that quiet gracious old house found friendly welcome and practical help. The nursery took babies in while their mothers went to factory jobs; there were games for the children; both men and women were invited to bring their clubs to meet at the house; and get-together parties were held where Irish and Italians met, found in each other traits they liked and lost some of their bitter race prejudice."

Much of her life Jane Addams was ill, but she never allowed it to stand in the way of her work. Eventually Hull House had four buildings. They housed nurseries, a kindergarten, gymnasium, auditorium, a coffee house, a social hall, and rooms in which help in almost any kind of hobby could be obtained.

Jane Addams worked as a garbage inspector because she was convinced that if the garbage was properly disposed of disease would decrease. This proved to be true. She helped other leaders who had joined her get child labor laws passed and better working conditions established. Jane Addams worked for the improvement of the

lot of the poor and for better understanding among all classes of people.

Frances Willard came to Illinois with her parents when she was a small child. Her father had hoped to become a minister but because of his poor health his doctor advised him to give up his studies and buy a small farm. In an atmosphere of learning and goodness, Frances Willard grew up. It is not strange that she said, "It is only knowing that can make one free."

After Miss Willard graduated from college she began teaching. Someone said that she was an excellent teacher because she herself had never stopped learning. She believed in people, in their desire to be good, and in their ability to be good. She was the kind of leader who brought out the best qualities in those with whom she worked.

During a trip abroad Frances Willard became deeply interested in conditions of life that affected women. Everywhere she went she wished to know what opportunities were available to women: what education could they obtain? In what fields could they serve people? To what extent could they engage in creative work? It was more than fifty years later before women were given the right to vote, and then the United States was one of the first countries in the world to adopt such a measure. There were few colleges for women. It was considered unladylike to write a book, and most people would not read it if they knew the author was a woman because they felt it could not be good.

Soon after Frances Willard returned home she was made Dean of Women at Northwestern University. It was at this time that she saw women praying in the streets for saloons to be closed and the evils of drink to be ended.

Once Miss Willard watched a group of these women being pushed and mistreated by a mob. She became interested and active in their cause.

In preference to a good salary as head of an excellent school in New York, she chose to accept an invitation to head the temperance movement. She was an inspired speaker and leader. Her working hours knew no limits; her aims for betterment knew no bounds. When she was accused of going into fields that were not the problem of the temperance movement she answered, "I cannot see why any society should impose limitations on any good work. Everything is not in the temperance movement, but the temperance movement is in everything." She died at the age of fifty-eight, worn out from the good work to which she had given every bit of strength she had.

Each state in our nation is permitted to have statues of two of its greatest leaders in the hall of the Capitol building at Washington. Most of the statues are of great statesmen or soldiers. In 1910 Illinois placed a white marble statue of Frances Willard in the Hall of Fame. When the statue was presented, Mr. Foss, the Illinois representative quoted the words of Frances Willard, "If I were asked what was the true mission of the ideal woman, I would say, 'It is to make the whole world homelike.'" Mr. Foss then continued, "Illinois, therefore, presents this statue not only as a tribute to her whom it represents, — one of the foremost women in America, — but as a tablet to woman and her mighty influence upon our national life; to woman in the home; to woman wherever she is toiling for the good of humanity; to woman everywhere who has ever stood, 'For God, for home, for motherland.'"

There are many other leaders who by their lives and

accomplishments inspire us to be better Americans. Julius Rosenwald, the great philanthropist, throughout his life strove to improve the living conditions of the colored people and to help the poor of all faiths. He gave great sums for education and thoroughly believed that all prejudices could be eliminated in America.

Frank Billings was noted throughout the land for his public health campaigns. At the University of Cincinnati there is a Medical Hall of Fame to which only one hundred fifty physicians have been elected from all times and all places. Frank Billings is one of these.

Theodore Thomas loved good music and was considered one of the nation's finest violinists and the leading symphony director of his time. He is remembered best as the man who taught America to love beautiful music.

Among the great of Illinois are Eugene Field and Dorothy Aldis. They did not write the stirring poetry of Sandburg that breathes democracy; but they did write simple, touching verses that are close to the heart. Our appreciation of beauty and enjoyment of life grows as we read "Little Boy Blue" and the "Sugar Plum Tree."

The debt of the people of Illinois to their leaders is great. Through their vision and efforts, and the efforts of men and women like them throughout the United States, ideals that are basic for good living have become the pattern of the "American Way of Life." Our leaders did not stop at speaking about ideals; they lived lives that were shining examples of their teaching; they proved in their daily living that their precepts were practical.

The great difference between our American leaders and those of other countries and other times, has been in the people for whom they desired the good life. There have

been others who aimed at fine ideals for the few; our leaders set as their goal the ideal life for everyone — poor and rich, uneducated and educated, black and white, and minorities and majorities.

That this is true we can readily see. Pierre Menard gave his salt in time of need to those who could not afford to buy it. Edward Coles gave his efforts and his entire year's salary to the cause that men should not be slaves in Illinois. Lovejoy gave his life because he believed so thoroughly in the equality of men that he insisted upon printing his ideas in his newspaper. Jane Addams lived in the midst of the poor and was their neighbor. She worked with them toward a common goal — a better, healthier, happier life. Frances Willard worked for reforms in every field in which she saw a need. Home to her was a wonderful place where everyone was equal and everyone was happy. Woman's greatest mission was to make the world homelike.

The heart of all these is expressed by Lincoln, "As I would not be slave, so I would not be a master." Lincoln by his life shows us that he did not limit that belief to the idea of slavery. In his words is the very essence of Americanism — what we wish for ourselves, we wish for our neighbor.

Leaders such as these many times shortened their lives by their unbounded labors for Americanism. Every boy and girl and every man and woman in Illinois has inherited from our leaders a pattern for living that is wealth beyond estimate. It is one kind of wealth of which we can each have all without lessening another's share. It is one kind of wealth that will increase through use. We have a sacred duty: to use our wealth of inheritance in our daily living so that true Americanism will shine forth.

Words and Terms You Should Understand

vision	politics	essential unity of
leadership	zealous	mankind
integrity of	advocated	humiliate
character	dynamic	kinship
perseverance	persistent	temperance
rallying force	pertain	movement
agitation	compromise	philanthropist
propagandist	utter inadequacy	prejudices
emissary	money lust	precepts
uncompromising	turmoil	essence
principles	indelible	unbounded

For Study and Discussion

1. List qualities of a good American citizen that have been prominent in the characters of notable Illinois men and women. Be able to give definite examples illustrating each quality selected.
2. We would probably all agree upon Lincoln as the Illinois citizen who contributed most to Americanism. Prepare a two-minute talk on your second and third choice for a Hall of Fame.
3. Add an Illinois man or woman to those selected for this unit. Justify your choice.
4. Discuss the qualities you think a person should have to be eligible to a Hall of Fame.

Books to Tell You More

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X. WHAT ILLINOIS PROVIDES FOR HER CITIZENS

It has been observed that government is an essential for harmonious living when masses of people are closely associated. Our state government organization is basic to every service the people of Illinois receive from the state. Under the present constitution there are many parallels between the federal and state governments, but there are some differences. The basic departments of both are the executive, legislative, and judicial. An important difference is in the positions that are elective. We elect: President, Vice-President, and members of Congress for our federal government. In our state we elect seven members of the Executive Department: Governor, Lieutenant Governor, Secretary of State, Auditor of Public Accounts, State Treasurer, Attorney General, and the Superintendent of Public Instruction. We elect the members of the Legislative Department and those of the Judicial Department.

The members of the Executive Department are elected for four years with one exception — the State Treasurer holds office for a two-year term and may not be elected for two or more consecutive terms. The Governor and the Lieutenant Governor must be at least thirty years of age, citizens of the United States, and residents of Illinois for five or more years prior to their election. The Governor receives \$12,000 annually; the Lieutenant Governor, \$5,000; and the other elected members of the Executive Department, \$9,000. The Governor must live in Spring-

field in the Governor's Mansion; he receives an allowance for living expenses and for the upkeep of the house.

The Governor is responsible primarily for the execution of all laws. He may call special sessions of the General Assembly; he is commander-in-chief of the state's armed forces; he may pardon prisoners; and there are a number of positions that he fills by appointment.

The Lieutenant Governor is the president of the State Senate. If the Governor dies or for any reason cannot complete his term, the Lieutenant Governor becomes the Governor.

The Secretary of State's duty as given in the constitution is the care and use of the Great Seal of the State of Illinois. The numerous duties of this office have been created by laws passed by the various sessions of the General Assembly. The Secretary of State ranks next to the Governor in importance of work. Among other duties the Secretary keeps a record of the official acts of the Governor, is custodian of the archives of the General Assembly, publishes the laws, edits the Illinois Blue Book, is custodian of the State Capitol building, and is responsible for the licensing of motor vehicles and drivers.

The State Treasurer is the official custodian of all money collected by the state. Accurate records and complete accounts of all collections and expenditures must be kept.

The Auditor of Public Accounts is responsible for authorizing expenditures. He must see that money is taken from the proper appropriation and in the amount that was set aside for the purpose by the General Assembly. Books of all state institutions are audited by his office. The Auditor and his assistants supervise and periodically examine the books of state banks and such institutions as

loan companies, credit unions, and building-and-loan associations. His office handles the receiverships of these companies when they go bankrupt.

The Attorney General acts as the legal adviser of the Governor, all state government officials, commissions, boards, and departments. He represents the state in law suits. He advises the Governor on the constitutionality of bills submitted for his signature. State's Attorneys of the counties may have the Attorney General's assistance.

The duties of the Superintendent of Instruction include supervising and guiding the public schools through the local school authorities, certifying teachers, determining minimum specifications for schools, and maintaining statistics of the various school districts. The elementary schools, high schools, and some vocational schools are the concern of the Superintendent of Public Instruction.

The Legislative Department makes the laws for the state. It is known as the General Assembly, sometimes the State Legislature, and is composed of the State Senate and the House of Representatives. Both Senators and Representatives must be United States citizens, Illinois citizens, and residents of the district from which they are elected. A Senator must be at least twenty-five years old and his term of office is four years. A Representative must be at least twenty-one years old and is elected for two years. They may be re-elected. Their salary is \$5,000 for a two-year period.

The state is divided into fifty-one Congressional Districts from each of which one Senator and three Representatives are elected. There is a total of fifty-one Senators and one hundred fifty-three Representatives. It was planned that each district would have about equal representation, but



as populations shifted, it has not worked out that way.

To facilitate the work of making laws the members of each House are divided into committees. Any Senator or Representative may submit a bill to the clerk of his House. The bill must be written in the proper legal form. The clerk refers it to the right committee. The bill is studied. If it is good it is placed on the calendar of the House to which the committee belongs. If it is considered a poor bill it does not go beyond the committee.

Each bill on the calendar is debated by the members of the House, in the order of its listing. Occasionally bills die on the calendar because the legislature adjourns before action is taken. By special vote of the House a bill may be advanced on the calendar. Debating time is limited. If one House passes the bill it is sent to the other. The action is repeated from beginning to end.

If the bill passes both Houses (a majority vote is necessary) it is sent to the Governor. If he signs it the bill becomes a law. The Governor may veto it, in which case, the whole procedure is repeated except that this time a two-thirds majority is necessary to pass it. If the bill gets the necessary two-thirds vote in both houses it is a law without the Governor's signature. If the Governor does not veto it nor sign it, but holds it for ten days excluding Sundays, it automatically becomes a law.

The Judicial Department in Illinois interprets the law. In general there are two main divisions of courts — those in Cook County and those outside of Cook County. The Supreme Court and the Appellate Courts, however, have jurisdiction throughout the state.

There are seven Supreme Court Justices, one elected from each of the Judicial Districts in the state. The quali-

fications are the same as those for Governor. A Supreme Court Justice is elected for a nine-year term; he receives \$15,000 annually. It requires the agreement of four Supreme Court Justices for a decision.

There are seventeen Circuit Court Districts in Illinois; three judges are elected from each Circuit District. The term of office is six years; the salary is \$8,000 annually. From the men who are elected to the Circuit Court, the Supreme Court Justices select men to act as Appellate Court Judges. There is no salary and no set term of office. It is an honor to be asked to serve. Circuit Judges acting as Appellate Court Judges continue to do the work of their Circuits.

The lesser courts include County Courts, City Courts, and Justices of the Peace.

We cannot leave a discussion of the elected state officials and their duties without considering the people who elect them. Those eligible to vote in Illinois must be United States citizens, twenty-one years of age or more, and have lived in Illinois at least a year. They must have resided in their county at least ninety days and in their election districts for a minimum of thirty days. Voting is more than a privilege, it is a duty. By exercising our American right to vote we are participating directly in our government. It is the obligation of every American citizen to use his privilege well.

Our present civilization is so complex that one man could not possibly administer the multitude of laws and regulations directly. To provide efficient administration of government for almost eight million people is not a small task. Governor Lowden in 1917 organized the Civil Administrative Code of Illinois. The scores of divisions

and boards were co-ordinated under a few major Code Departments. This system enables the Governor to effectively administer the state's business through the men who head these departments. The Code Departments have been reorganized to adjust to the changing needs of government, but essentially they are the same. Our Civil Administrative Code Departments were the first in the country. The system has proved so effective that eighteen states have adopted similar ones.

There are twelve Code Departments each with a director appointed by the Governor. The Code Departments are: Agriculture, Conservation, Finance, Insurance, Labor, Mines and Minerals, Public Health, Public Safety, Public Welfare, Public Works and Buildings, Registration and Education, and Revenue. In general, each department administers those laws passed by the General Assembly that pertain to its field. In essence, the departments are service agencies that exist to assist the people of the state. Every department has grown out of a need of the people. Every citizen of Illinois should know something of the development and present status of the services they receive from their state.

One of the most important of government services is that of education. There is evidence of interest in this field almost from the beginning. Although pioneers in Illinois were primarily concerned with earning a livelihood, there were some schools established very early in our history. The French settlers had a seminary at Kaskaskia in 1721. There are those who claim that John Doyle taught the first school in Illinois under the American government in 1778 in Kaskaskia. That was the year that Clark first took control of the Northwest. The honor

of being the first schoolteacher of Illinois under the Americans is generally given to John Seeley, however, because the first definite record is of his school founded in Monroe County in 1783. The first house built for the express purpose of being a school was at Shiloh in 1811. This was just a year before the War of 1812 broke out.

Early pioneers faced a difficult and busy time getting their houses built and farms started. Trees had to be cleared from their property and all work was done by hand. They did not have time to think about the necessity for educating people in a democracy.

The pioneer homes were widely scattered over the land. This made it difficult to get enough pupils for a school. The teachers had little education and usually no training in teaching. These first schools were paid for by the parents of the children who attended them. The charge of a dollar or two for about ten weeks seems inadequate to us, but money was scarce in pioneer communities, and furthermore the value of a dollar was very different from the value of a dollar today. Most of the things that were needed were obtained by barter. A dollar was a great deal of money to the early settlers. Many children did not go to school at all because of the lack of money, the necessity for their help on the farm, and because their parents did not appreciate the need for education.

The usual early school was a counterpart of the pioneer loghouse. A large school was usually not more than eighteen by twenty feet in size. What little heat they had, came from a fireplace at one end of the room. Windows were made of greased paper. Logs split in half fitted with crude wooden legs were the seats. Only the older children were taught writing. Ordinarily the children stood at their

crude log desks for their lesson. They wrote with sharpened goose quills and homemade ink. An ink made from berries was sometimes used. Simple lines were written by the teacher for the children to copy. Reading, a little number work, and some spelling and writing were taught. Lessons were often read aloud in unison. Slates were used for number work. The Bible and books about American leaders were their texts.

In 1825 an attempt to establish a system of tax-supported schools failed. By the 1850's education was finally publicly financed and generally accepted by the people. Ninian Edwards, who was the Illinois territorial governor from 1809-18 and the third governor of the State of Illinois, became the first State Superintendent of Schools in 1854. The law that is the foundation for our state educational system today was passed in 1855. Free public schools were set up throughout the state wherever there were enough people. The Illinois State Normal University, built in 1857, was the first teacher-training school in Illinois. Teacher-training institutions greatly improved the quality of education. In 1867 the Illinois Industrial University which later became the University of Illinois was established.

Today, throughout the state, Illinois provides a free public educational system supported by taxes. In 1944 out of every dollar collected in taxes by the state, fourteen and three-quarters cents were spent for education. The Superintendent of Public Instruction who is in charge of schools in Illinois is elected by the people for a term of four years. The direct control of education in Illinois is in the hands of local governments. The State Superintendent of Public Instruction advises local school officials,

inspects schools, and publishes or recommends valuable materials that are an aid to education.

Illinois has a system of schools that begins with kindergarten and ends with five teacher-training colleges and the University of Illinois. Many special schools exist for vocational training and handicapped children. Classes are conducted in the prisons of Illinois. Prisoners learn trades so they may earn their living when they are free. Training in agricultural occupations, industrial education, and homemaking are essential to the progress of the state. They are provided for in high schools and special classes for adults.

Education is also available in private schools in Illinois. Among these are some of the country's best-known universities, such as, Northwestern, Loyola, DePaul, Chicago, and the Illinois Institute of Technology. Educational purposes are served by newspapers, magazines, the radio, and movies. Newspapers have been educational agencies in Illinois since the first one printed in 1814 in Kaskaskia. The second one published in 1818 at Shawneetown by James Hall and Henry Eddy became well known in early Illinois. The radio today has outstripped the newspaper as an important educational influence.

Education is now recognized as an essential function of the state. There are more than 15,000 school buildings in Illinois. Better educational facilities are being provided as consolidated schools are gradually replacing the 8,000 one-room schoolhouses. Public school property is valued at \$500,000,000. The average school term throughout the state is about nine months. There was an enrollment in the elementary and high schools of 1,168,586 pupils in 1944.

Through widespread and ever better educational facilities Illinois is fostering the true spirit of democracy among its people. An excellent education is available to everyone for little cost. Citizens and leaders are being developed to carry on a constantly improving American way of life.

The Illinois legislature established the first permanent State Board of Health in 1877, although in 1817, before Illinois became a state, the Territorial Assembly had established an agency to qualify physicians and to promote public health. The work of this department was limited for a long time because the funds allowed were inadequate. In 1917 the name was changed to the State Department of Public Health, and a number of improvements were made. Great developments in science and more generous appropriations have made remarkable changes in the service that the State Department of Public Health offers.

Members of the Health Department are engaged in research. They seek the best methods of using scientific knowledge to prevent and control disease. Other members of the department carry on the program of vaccination and quarantine. Much is done to teach the people of Illinois what causes disease and how to combat it. Pamphlets and movies help educate everyone in the ways of health. Clinics are provided for treatment of the needy. Vaccinations and serum are given. There is a special group that promotes dental health. Milk supplies, public water supplies, and swimming pools are inspected.

The work of the State Department of Public Health is carried on by district units and county or bicounty units. They are responsible for putting into effect programs of the department. Public health nursing and public health

physicians are a part of this service.

Deaths of children under ten years of age due to common diseases show an average decrease of 77 % between 1910 and 1938. In 1910 the average person lived 50 years; in 1940 the average person lived 60 years. Figures such as these tend to show the great decrease in death due to contagious diseases, the reduction in epidemics, the advancement in medical science, and the improved health knowledge of the average man. These figures are in part due to the efficient service of the State Department of Public Health.

The work of the Sanitary Water Board is a great contribution to health in Illinois. The work has been carried on since 1892. In the beginning a few thousands were served by the Sanitary Water Board; well over 5,000,000 people in Illinois benefit from its work today.

Essentially, the group promotes good health by reducing the pollution of streams. Pollution is usually caused by municipal sewage, industrial wastes, or the wastes of the oil fields. The Illinois River and its tributaries present the major problem.

The Sanitary Water Board has accomplished a great deal. Engineers on the staff have made surveys to discover the causes of pollution of the streams. Recommendations for the proper sewage treatment works to correct the trouble have been acted upon by cities and towns. Factories have co-operated in the same way. When companies began drilling for oil on a large scale, the engineers of the Sanitary Water Board realized the dangers to the water that would result from the waste oil and salt brine that is pumped up with the oil. Measures for the prevention of pollution due to these causes were put into effect.

Experts of the Sanitary Water Board and research men of the oil companies are working together to find a permanent solution of the salt-brine problem. They hope to find a way of sending it far underground to salt water formations.

The Sanitary Water Board inspects sewage treatment works, holds regular meetings with men in charge of the works to help them, and publishes a magazine that discusses the problems in the treatment of waste.

Sanitary Engineering is a division that inspects water samples from every part of the state for the purity of the water that we drink. Men of this division inspect the waterworks of every town and city, and wells in rural areas. Tourist camps and swimming pools are inspected. Control of mosquito breeding is planned for local areas. Many research problems related to a pure water supply are undertaken by these experts.

The Department of Agriculture of Illinois serves the farmer directly, and indirectly serves everyone in the state. There are special divisions in the Department of Agriculture that inspect livestock, food, and dairies for diseases and impurities. The people of Illinois drink milk, eat meat, and other foods without a thought of disease because they know the Department of Agriculture protects them. The department has been functioning under various names since 1819. Today Illinois has one of the best crop-reporting services in the United States.

The Department of Public Health, the Sanitary Water Board, and the Department of Agriculture are tremendous forces for the prevention and control of disease. They provide a vital service for everyone of us.

Transportation as a service of the state for its people

is of fundamental importance to our livelihood. There was a time when nature's highways, our many rivers and lakes, served as the main method of transportation for man and the products of his labors.

Once the Americans began to settle in the Illinois country it was not long before the natural methods of transportation became inadequate. Land transportation went from Indian trails to wagon "traces" or mud roads. Corduroy roads of logs gave way to plank roads. Eventually gravel, macadam, and concrete highways plus the railroads were constructed to help man move his produce to market.

Meanwhile the waterways had undergone improvements. Canals were dug; dams were built; and rivers were widened and deepened. The tremendous volume of waterborne commerce from the Great Lakes to the Gulf today is evidence of the value of our waterways. If the St. Lawrence Seaway is completed the United States will have a "fourth seacoast"; ocean-going vessels will be able to use the Great Lakes. Illinois will be a center for world trade.

A few of these developments have been made by private companies; a few have been made by private companies with state or federal help; a number are the result of state projects; and others are the result of the combined efforts of state and federal governments.

Illinois began its transportation program in 1837 when the state government was given authority for a \$10,000,000 bond issue for internal improvements. The improvement of four of the main rivers and the building of railroads was undertaken by the state.

The first railroad, "The Great Northern Cross," was started in 1838 at Meredosia. Late in that same year eight

miles of track had been laid. A locomotive shipped from Pittsburgh by way of the Ohio, Mississippi, and Illinois rivers made a trial run in November of 1838. This was only ten years after the first railroad in the United States. There were few men in the government who had had any experience in railroad operation, and the road proved a failure under state management. From this time on private companies developed railroads with help from the state or federal government.

The first water improvement, the Illinois-Michigan Canal, was started in 1836 and was completed in 1848. In this instance also the federal government had to help. Land grants were given; profits from their sales were to pay for the balance of the construction of the canal. The canal proved a success when it was finally completed. It paid for itself in fees and made a good size profit for the state treasury besides.

After a time the six-foot-deep and sixty-foot-wide canal was no longer adequate for transportation needs. The flow of the Chicago River was reversed, the Chicago Drainage Canal was built, and the Sanitary District was created. The main channel of the canal is 22 feet or more in depth, its width varies from 162 feet to 234 feet. Today there are three major canals — the Chicago Sanitary District Canal, the Illinois and Michigan Canal, and the Illinois and Mississippi Canal. These channels and the Illinois and Mississippi rivers are the waterways that carry more commerce than the Panama Canal does each year. The proposed St. Lawrence Seaway will be another major improvement by the federal government in accordance with the modern ideas on internal improvements. The seaway will make Chicago a seaport and will benefit all

Illinois.

The Department of Public Works and Buildings of Illinois does an excellent job of building modern new roads and bridges and in maintaining old ones. Until 1933 the only help that could be obtained from the federal government was for national highways. According to the Illinois Blue Book, in 1939 there were 102,683 miles of public roads in Illinois excluding city and village streets. The state itself has surfaced almost 19,000 miles of roads. We have already said that there are about 13,300 miles of first-class roads. Whether we travel about the state on business or pleasure, we should have a keen appreciation of the fine transportation system we use.

The Illinois Aeronautics Commission includes among its services the licensing of aircraft, airports, and air schools; registering pilots; investigating aircraft accidents; and regulating flying within the state. The commission co-operates with other state groups in flood-relief work and forest-fire control. Every town with more than 5,000 population is being urged to build a municipal airport. Eighty-five per cent of the towns this size have already applied for a feeder-line service. It is believed that the one hundred airports in Illinois will soon be more than doubled. Since the commission was established in 1931, its importance has increased tremendously. With the prospect of the state becoming an aviation center, the Illinois Aeronautics Commission will probably be one of the most important services of the state government.

The same department that builds roads handles a great many safety problems. Railroad separations and viaducts have been built to promote safety. Bridges and highways are designed by traffic engineers with safety as the fore-

most idea in their planning. The roads of Illinois stand high in the safety record of the nation.

In addition to roads that are designed for safety the Department of Public Works and Buildings has charge of marking the highways for safe driving. Reflector type signs, "Stop," "Curve," "Turn," "Side Road," and other signs of this type warn the driver of what lies ahead and help prevent accidents. Signs showing the maximum safe speed for curves and turns have been set up. At particularly dangerous spots sodium vapor lighting has been installed with the result that night accidents were greatly reduced on that strip of road. Sidewalks on bridges, marked crosswalks, and pedestrian subways have been provided.

Education of children and adults in safe driving and walking is an important service of the department. Illinois co-operates with the National Safety Council. Safety patrols and safety instruction in the schools are a part of the program. Driving is taught in many high schools. Safety bulletins, pamphlets, and posters are distributed. Local governments make traffic surveys with state co-operation to find the most dangerous intersections so that they may be corrected. Gradually the people of Illinois are becoming "safety conscious."

The department has excellent plans for the postwar period. The program is to cost \$371,000,000 and the work is to extend over a fifteen-year period. Modernization of old roads and construction of new roads, new type grade separations, and bridges are included in this vast public works development.

Protection is given the people of Illinois by the Military and Naval Department and by the Department of Public

Safety. The Military and Naval Department is composed of the Illinois Reserve Militia and the Naval Reserve. The Department of Public Safety includes the Division of Prisons, Correction, Criminology, Parole Supervision, Highway Maintenance Police, the Fire Marshal, Criminal Identification, and Crime Prevention.

The Military and Naval Department of Illinois was established by Shadrach Bond, our first governor, in 1819. The Illinois Reserve Militia consists of Division Headquarters, three Brigades, the Eighth Infantry, and the Air Corps. In the years just prior to World War II fifteen modern armories were built in Illinois. In 1939, a peacetime year, the Illinois Reserve Militia had 12,058 officers and men. Brigadier General Regan said that the Illinois Reserve Militia was rated by the War Department as "one of the best trained, best equipped, and best housed of any similar military organization in the country."

The Illinois Reserve Militia is an armed force of the state and is a unit in the United States Army. The governor may call upon it to serve any place. The national government pays the men, equips them, and trains them. The state government houses the unit.

The Illinois Naval Reserve was founded by an act of the state legislature in 1893. The "U.S.S. Wilmette" on which many men were trained was the reconverted old "Eastland" which has recently been scrapped. The men of the reserve are trained by officers of the regular navy. An excellent naval reserve armory has been built on Chicago's lake front. The unit is equipped, paid, drilled, and inspected by naval officers. The Governor of Illinois has command of this group as well as of the Illinois Reserve Militia.

The men of the Illinois Naval Reserve have served their state in peacetime by saving many lives during floods on the Mississippi and on the Ohio rivers. They have protected us in time of war from enemies outside our boundaries.

The Division of Highway Maintenance of the Department of Public Safety takes an active part in protecting people traveling on the highways. The two-way radio system they have is one of the best police communication systems in the United States. The stolen autos that have been recovered as a result of the use of the radio have paid the state more than the cost of the police department of the state. A new program of this division requires a careful and complete training in everything that relates to its work. A "Crime Laboratory on Wheels" is operated by the division; its services are rendered to local communities without charge.

The purpose of the Division of Prison is crime control. The four state prisons — Joliet-Stateville, Pontiac, Menard, and the Vandalia State Farm — had almost 9,000 inmates in 1943. Criminals in jail are not idle. They are taught useful trades. It is hoped that if they know a trade they will be worthy citizens when they are released. Libraries are provided for them, also.

The state's service does not end when a man leaves the prison walls behind. The Division of Supervision of Parolees follows up the released men. The division tries to find the men jobs and homes. The rehabilitation service is effective; 88 % of all men helped become useful citizens.

The aim of this department is really prevention of crime, and there is a division called Crime Prevention. This is a new unit but it has accomplished much already.

Although the division takes care of immediate problems, it hopes eventually to wipe out the basic causes of crime to a great extent.

The Department of Conservation of Illinois has as its duty the conserving of fish, game, and forests. It is essential that we understand the importance of taking care of all our resources. Wherever it is possible we should make provision for replacing what we use; even when we can replace it every resource should be used wisely.

The state has a number of fish hatcheries. Each spring great numbers of fish are placed in the streams and lakes of the state. In one year alone over 55,000,000 young fish were placed in our waters. The clean waters in our rivers due to the sewage treatment project has helped greatly in the increase of the number of fish. Frogs, mussels, and turtles are also added to our streams.

The Conservation Department operates game farms. In 1942 over 90,000 pheasants and 55,000 quail were distributed from these farms. Winter feeding and game refuges are part of the project.

Fish and game birds are protected by laws that limit the fishing and hunting season. Licenses are required of sportsmen. They are restricted as to the size of the fish they may take from the water, the number of birds they may shoot, and the season during which they hunt or fish.

The Forestry Division is doing a wonderful job of reforestation. They have a large nursery for trees and shrubs, and advice is given to farmers in regard to any tree problem.

During the second World War the Department of Conservation helped lessen the food shortage by the large numbers of fish hatched. More than 20,000,000 pounds

of fish and game from Illinois were used as food in 1942 and almost the same amount in 1943. About half of this was caught by individual fishermen; the other half was taken by commercial fishermen.

The Forestry Division has helped too. They have done some careful cutting of our forests and as a result a great deal of lumber was made available for war projects. The fur crop of Illinois averages over 900,000 animals a year. These skins were used in making fur-lined suits, vests, and parka hoods for the armed forces.

All conservation officers must pass a Civil Service examination. All officers are given a course of training in conservation work at a special school at Fox Lake. Authorities in conservation work give lectures in the various branches of the service.

In time of floods the many trained rivermen of the department help move families and their household furnishings to safety. They repair communication lines and deliver safe drinking water.

At garden shows, state exhibits, and sportsmen's shows the Department of Conservation educates the visitors to the great need for conservation and to its great benefits. Pamphlets are distributed; very fine movies are shown; and talks explain what has been done by the department and what can be done by all of us to further this work.

Illinois provides for her citizens very well. It is important that we realize and appreciate the extent of the state's services for our welfare. It is equally important that we do our share by co-operating in every way possible.

Words and Terms You Should Understand

harmonious	adjourn	essential function
custodian	appellate court	pedestrian
specifications	obligation	reconverted
certifying	counterpart	rehabilitation
facilitates		

For Study and Discussion

List what you consider the most interesting or important feature of each of the following service functions of the State of Illinois:

1. Government
2. Education
3. Health
4. Transportation
5. Safety
6. Protection
7. Conservation

Give your reasons for your choice in each case.

Books to Tell You More

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Illinois Blue Book. Published biennially by the State of Illinois.

Mather, Irwin F. *The Making of Illinois*. 1935.

Merwin, Nickell, and Merwin. *Illinois, Crossroads of a Nation*. 1943.

Tubbs, Eston V. *Illinois — The State and Its Government*. 1944.

Pamphlets issued by the state departments and annual reports of some of the departments.



XI. HOW ILLINOIS PROVIDES FOR AND GUARDS THE SOCIAL WELFARE OF HER CITIZENS

The Illinois School for the Deaf, first charitable institution of our state, was founded in 1839. Gradually the State School for the Blind, the Jacksonville State Hospital, and an institution for the feeble-minded were added. The number of institutions administered by the Department of Public Welfare grew until now the service provides for the care of our unfortunates and the confinement of delinquent boys, girls, and women.

Through years of medical study and scientific research a new attitude developed toward the mentally ill and the delinquent. Insanity was found to be mental illness that could be cured almost as often as physical ailments when we patiently sought the cause. It was discovered that delinquents often came from very poor neighborhoods where opportunities for decent living were pitifully few. The offender had not learned a way to earn a comfortable living. State training schools and reformatories began a program of teaching their inmates a trade. An important purpose of training schools today is the rehabilitation of prisoners.

The Department of Public Welfare has been reorganized several times in attempts to improve their service by using all that is newest and best in modern scientific knowledge. In 1941 the Division of Prisons, the Division of Supervision of Parolees, and the Division of Criminal Identification and Investigation were transferred to the Depart-

ment of Public Safety. Since 1943 the department has operated under Civil Service requirements and privileges which means another step toward the best possible service.

Basically there are two major purposes of the Department of Public Welfare: mental-hygiene service and social service. The mental hygiene service includes the twelve state hospitals and all the work related to them, such as medical care and treatment, mental hygiene, social service, occupational and recreational treatment, and service for veterans.

The social-service side of the work is divided into two sections, the institutional and the noninstitutional. Under the institutional section are the Illinois School for the Blind; Illinois School for the Deaf; Soldiers' and Sailors' Home; Soldiers' Widows' Home; Soldiers' and Sailors' Children's School; the State Training School for Girls and the one for the Boys; and the State Reformatory for Women. The noninstitutional work of the social service group is concerned with: child welfare; delinquency prevention and research; trachoma, a common but serious eye disease; rehabilitation of women and girls; and visiting the blind. Between 1933 and 1940 a number of modern buildings were added and considerable modern equipment was purchased. An important service is the care given veterans. One division helps them obtain employment and aids in their rehabilitation.

A survey was made of all the institutions of the state by the American Welfare Association at the request of the Governor in 1941. Many of the recommendations of the report have been or are being put into effect.

The percentage of people who are cured of mental illness has increased each year since 1935. This is partly

due to the widespread use of new methods of treatments. Iron lungs are owned by the state. They may be used free of charge by infantile paralysis victims. Excellent results have been made in southern Illinois in controlling trachoma, the eye disease. Patients are observed and treated at clinics. Operations are performed where necessary. A follow-up is made in the cases of crippled children and the best of care is given them.

Visiting teachers instruct the blind in reading and writing in Braille and Moon type, and teach them various kinds of handicraft. Piano tuning is taught as an occupation for the blind. Teachers enlist the aid of community organizations to help sell the articles made by the blind. In this way many become self-supporting instead of being charges of the state. There is a division that places blind and other partly disabled people in factories and business houses where they may earn their living.

The details of work accomplished in each institution would fill volumes. There are over 43,000 persons in various institutions who receive the care of the state. Besides these there are many who are helped by a visiting service. The Department of Public Welfare states as its objectives: the humane and scientific treatment of unfortunates; the education of dependents; and the study of the causes of dependency, delinquency, and mental defects. They hope to cure those afflicted wherever possible. Their final goal is one of prevention.

Words and Terms You Should Understand

mental-hygiene	dependency	mental defects
service	social service	afflicted
handicapped	physical ailments	delinquency

For Study and Discussion

1. List the types of handicaps for which the state provides help.
2. Describe the types of help that are given the handicapped by the state.
3. Explain how service provided for the handicapped aids every citizen of the state.
4. Discuss service given the handicapped by the state as an example of Americanism.

Books to Tell You More

Annual Report of the Department of Public Welfare. State of Illinois. 1942.

Blough, G. L. and McClure, C. H. *Fundamentals of Citizenship.* Appendix: Illinois. 1937.

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Tubbs, Eston V. *Illinois—The State and Its Government.* 1944.

Pamphlets issued by the state departments and annual reports of some institutions.



XII. THE PLACE OF CHICAGO AND ILLINOIS IN THE UNITED STATES

Chicago and Illinois, a great city and a great state, are proud to serve the United States of America. The heart of our nation, both state and city are keenly aware of and sensitive to our country's problems. In time of national sorrow we grieve as only the heart can grieve; in time of disaster we have an indomitable spirit that surmounts all obstacles; in time of joy our laughter rings out strong and clear with the vibrant spirit of free people close to free soil. But there are many who can rise to the peaks when the occasion is momentous. The greatest claim that Illinois and Chicago have to a place of honor in the eyes of our countrymen is the dynamic force with which they face all problems, big or small, day in and day out, year in and year out, with a firm resolve to achieve the greatest good for the greatest number. Underlying every act is the goal of the highest possible American standard of living for every American citizen.

Out of the prairie lands of Illinois, out of the swamp-lands of Chicago, men have created an agricultural and industrial area that is phenomenal even in this land of miracles. Chicago is the "Central Market" for Illinois and the nation. As part of Chicago's hinterland, Illinois is as essential to Chicago as Chicago is to Illinois. Together, city and state, occupy a position that is unique in the United States.

Illinois took its first step forward when the sticky mud

of the prairie was conquered by John Deere's plow. Chicago defeated its "Waterloo" when it pulled itself out of the mud. State and city moved forward together when the Illinois-Michigan Canal was built. They became the main artery of the nation with the coming of the railroad.

Illinois, today, is the crossroads of the railroad network. It is close to the center of population of our country. Our state is the point of intersection for north and south, and east and west. It is in the heart of the agricultural region, has valuable natural and mineral resources, and has a temperate climate. Our state is twenty-second among the forty-eight states in total area, but it is twelfth in farm land, sixth in crop land, fourth in total farm income, and second in income from the sale of livestock and livestock products. The first discovery of coal in the United States was made in Illinois; it is one of the greatest coal producing areas in the world. Our state ranks third in coal production in the United States. The largest producing shaft mine in the world is in Illinois. We have approximately 375 libraries, and more than 25,000,000 books are circulated each year. There are a number of the country's leading educators in Illinois; there are universities of world renown.

Chicago has an imposing list of "firsts" that firmly establishes her place in our country. Chicago is the world's greatest market for agricultural products. Our city leads all others in the world in the manufacture of iron and steel and their products, in the manufacture of agricultural implements, and in the processing of farm products. Chicago is the world's leading transportation center. It handles more domestic money orders and parcel post packages, and sends and receives more telegrams than any city in

the world. Chicago is near the nation's centers of industry, population, and agriculture. It acts as a distributing point for the products of a great section of the United States. Some of the world's finest universities, museums, and libraries are in Chicago. The city offers a wide variety in recreation and is a focal point for excellent music.

Agriculture, industry, and transportation have all contributed to the place of Illinois and Chicago in the United States. Behind all of these is the force that generated the power that made both state and city; the tremendous driving energy and the farsighted vision of early men laid the foundation for the prominent position of Chicago and Illinois today. Other men and women of determination and high ideals have carried forward the work so beautifully begun.

If we had no claim to fame other than the great leaders that Chicago and Illinois have produced, we would proudly stand among those states who serve their country well. Our leaders have emphasized the equality of mankind. They have worked to achieve a brotherhood of man, to open the rich fields of knowledge to all, to bring the best in music into everyone's heart, and to promote the health of the public for the good of all.

Lincoln is considered by many the greatest president we have ever had, and he is conceded by all to be one of the greatest humanitarians the world has ever known. Jane Addams is ranked as one of the world's leading social-service workers and a world figure in the cause of peace. Dr. Billings is placed among the top one hundred fifty physicians in the world.

The strength of a nation lies not only in its leaders, but in its masses of people. Chicago and Illinois have the

advantage of a people who represent the skills and cultures of most of the nations of the old world. From these varied sources we get the workers, the builders—of our dynamic young state and city. From these sources come the scientists, the artists, the doctors, and teachers who carry us along the way. From majorities and minorities alike come the American citizens of Illinois and Chicago who together are planning the future.

Once more we hear Daniel Burnham say, "Make no little plans," and we know he would approve of the Chicago Plan and of the Illinois Postwar Planning Council. We remember Jane Addams' favorite quotation, "Labor is the house that Love lives in." Where we work together toward a common goal there is happiness. We, in Illinois, are working together for the future of America.

The growing young giant of Chicago hears her people sing out strongly:

"For ev'ry Art, for Brotherhood she stands,
Love in her heart and bounty in her hands,"
and we, the people of Illinois, sing to our state:

"Not without thy wondrous story,
Illinois, Illinois,
Can be writ the nation's glory,
Illinois, Illinois,
On the record of the years,
Abr'm Lincoln's name appears,
Grant and Logan and their tears,
Illinois, Illinois,
Grant and Logan and their tears,
Illinois."

Words and Terms You Should Understand

indomitable spirit	momentous	surmounts
unique	main artery	driving energy
humanitarian	conceded	

For Study and Discussion

1. Give the reasons why Chicago and Illinois are an excellent team.
2. List the ways in which Chicago and Illinois have served the nation.
3. Discuss the place of Chicago and Illinois in the world of tomorrow.

Books to Tell You More

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Time Table

CHICAGO

- 1673—First recorded history of Chicago—Marquette's Journal; first white men known to reach Chicago—Marquette and Jolliet.
- 1674—Marquette returned and spent winter in Chicago.
- 1677—Father Claude Allouez arrived and had charge of Illinois Mission.
- 1679—La Salle's first visit to Chicago.
- 1682—Andre Enos and Jean Filatreau, members of La Salle's group, built stockade and spent several months here.
- 1687—Joutel arrived, survivor of La Salle's Texas expedition.
- 1696—Father Pinet founded Mission of Guardian Angel here.
- 1759—England takes area from France.
- 1778—Gaurie established trading post on north branch of river.
- 1779—Jean Baptiste Point du Sable established trading post on north branch of river as first permanent settler.
- 1787—Northwest Territory established; Antoine Quilmette settled here.
- 1795—Treaty of Greenville—Indians ceded six square miles of land at mouth of Chicago River to the United States.
- 1800—Le Mai bought du Sable's holdings here.
- 1803—Captain John Whistler and his company arrived to build Fort Dearborn.
- 1804—John Kinzie and family bought and occupied Le Mai's house.
- 1805—Charles Jouett arrived as Indian agent.
- 1809—Chicago is made part of Illinois Territory.
- 1810—Captain Nathan Heald given command of Fort Dearborn.
- 1810—John Cooper, first doctor at fort.
- 1812—Fort Dearborn massacre and burning of fort.
- 1816—Fort Dearborn rebuilt; William Cox taught school in Kinzie bakehouse.
- 1818—Gordon Hubbard's first visit; Illinois admitted as state.
- 1819—Doctor Alexander Wolcott, Indian agent and first resident doctor.
- 1823—Fort Dearborn evacuated.
- 1826—Mark Beaubien opened hotel; Chicago voted for first time; officers elected: Governor, Lieutenant-Governor, Congressmen.
- 1827—Archibald Clybourn built first slaughterhouse for killing cattle.

- 1828—Fort Dearborn regarrisoned because of Winnebago Indian scare.
- 1829—First ferry at Lake Street. Charles Beaubien taught school.
- 1830—Chicago was surveyed by Illinois-Michigan Canal commissioners. Stephen Forbes taught school near Randolph and Michigan.
- 1831—Cook County established; Chicago the County Seat. First post-office established; Sauganash Hotel built.
- 1832—Blackhawk War; General Winfield Scott arrived in first lake steamer to come to Chicago. Army troops brought with them Asiatic cholera. John Watkins hired to teach school on north side.
- 1833—Chicago voted to incorporate as town. Tremont House opened. Chicago Democrat first weekly newspaper. First Catholic and first Presbyterian churches established. Eliza Chappel opened first public school.
- 1834—Town paid \$95.50 for first well to be dug; first drawbridge across river at Dearborn Street. Chicago Lyceum for "social and intellectual" interests established.
- 1835—John Beaubien's famous real estate deal—attempt to acquire Fort Dearborn reservation. First County Courthouse at Clark and Randolph; first fire department; first bank.
- 1836—Fort Dearborn evacuated for last time. Galena and Chicago Union Railroad chartered and Illinois Central Railroad incorporated.
- 1837—Chicago granted city charter, population 4170. William B. Ogden elected first mayor; Rush Medical School chartered, first in state; first permanent Board of Health; first Board of School Inspectors; C. D. Peacock opened jewelry store. Sherman House established.
- 1839—First daily newspaper, Chicago Daily American; first park, Dearborn Park, on site of present library. First regular line of boats, between Buffalo and Chicago.
- 1840—First United States census, population 4,470.
- 1842—First city waterworks, pipes of logs bored lengthwise.
- 1843—First city hospital; hogs prohibited freedom of streets.
- 1845—Public school No. 1 was opened on Madison near Dearborn; first express service, Wells and Fargo.
- 1847—First theatrical building, Rice's Theater; first law school opened; McCormick reaper factory built, called McCormick and Gray.
- 1848—First telegraph message from Milwaukee; Chicago Board of Trade established; Illinois-Michigan Canal completed; Galena and Chicago Union Railroad made first run.

- 1849—Main streets were planked; Chicago Gas, Light, and Coke Company began business.
- 1850—Population 29,963; Chicago streets lighted with gas; streets were numbered; first opera in Rice's Theater, "La Somnambula."
- 1851—Northwestern University founded—opened to students in 1855.
- 1854—First water from new waterworks at foot of Chicago Avenue. John Dore elected first superintendent of schools.
- 1855—Police Department created.
- 1856—Chicago Historical Society founded; first high school opened; first sewers installed.
- 1857—John Wentworth elected mayor; street levels voted to be raised; first streets of wooden blocks; Chicago University opened.
- 1858—First steam fire engine; Lincoln and Douglas spoke from balcony of Tremont House.
- 1859—Horse-drawn street cars established from Lake Street to Twelfth Street on State.
- 1860—Population, 109,260; Republican convention nominated Lincoln for presidency.
- 1861—Chicago men on way to war two days after President Lincoln's call.
- 1864—Chicago Dental Society organized.
- 1865—Union Stockyards opened; first Pullman sleeping car used.
- 1866—Carson, Pirie & Co. organized; first tunnel completed to secure pure water from two miles out in Lake Michigan; Chicago Academy of Design established — became Academy of Fine Arts in 1879 and Chicago Art Institute in 1882.
- 1868—First meat inspection system at Stockyards; U. S. Grant nominated for presidency in Crosby's Opera House; Field and Leiter store at State and Washington.
- 1869—Washington, Lincoln and West Side parks authorized; pumping station and water tower at Chicago Avenue completed.
- 1870—Population, 298,977; first milk ordinance.
- 1871—The Great Fire, October 8-9; course of Chicago River reversed.
- 1872—Montgomery Ward & Co. and Boston Store established.
- 1873—Chicago Public Library opened to public; Palmer House opened.
- 1875—Fair Store opened; Cook County Hospital moved to present site.
- 1876—Chicago Daily News sold on streets.
- 1877—Exposition Building opened at site of present Art Institute.
- 1878—Bell and Edison telephone systems began operation.

- 1880—Population, 503,185; electric lighting first installed in some business houses.
- 1882—First cable cars.
- 1884—Blaine nominated Republican candidate for president, Cleveland the Democratic candidate in Exposition Building.
- 1885—City Hall building completed.
- 1886—Haymarket Riot; Sears started mail order business.
- 1887—Newberry Library founded as reference library.
- 1888—Some streets lighted by electricity.
- 1889—Hull House founded; elevated line begun; University of Chicago chartered, opened 1892.
- 1890—Building on lake front prohibited.
- 1891—Theodore Thomas reached Chicago to organize and direct what became Chicago Symphony Orchestra.
- 1892—Cleveland nominated in Convention Hall; elevated lines in operation.
- 1893—World's Columbian Exposition; Art Institute built on lake front; Armour Institute opened.
- 1894—Field Museum opened in old Fine Arts building in Jackson Park; Crerar Library established.
- 1895—Civil Service begun in some city positions; first movie studio opened; first automobile in streets.
- 1897—First Elevated trains ran around the "Loop"; Chicago Public Library building opened.
- 1900—Population, 1,698,575; Chicago Sanitary and Ship Canal completed to Lockport.
- 1903—Iroquois Fire.
- 1906—Chicago Tuberculosis Institute organized; freight tunnel system opened.
- 1908—First automobile police car.
- 1909—Chicago Plan Commission; Chicago Cubs were World Champions.
- 1910—Chicago Grand Opera Company organized, leased Auditorium.
- 1911—First airplane exhibition, Lake Front, speed record, 57.7 m.p.h.
- 1913—Woman's suffrage approved; first motor bus.
- 1915—The Eastland disaster.
- 1916—Municipal Pier (now Navy Pier), completed.
- 1917—Chicago official flag adopted—only two stars.
- 1918—First air mail arrived.
- 1920—Population, 2,701,705.
- 1921—KYW, first radio broadcast in Chicago; Field Museum opened in Grant Park.
- 1922—WMAQ and WGN radio stations established.
- 1925—Soldier Field dedicated November 11th.

- 1926—Wacker Drive dedicated.
- 1927—Stevens Hotel — "world's largest" — opened; Buckingham Fountain dedicated; Municipal Airport opened.
- 1929—Chicago Civic Opera House opened.
- 1930—Population, 3,376,438; Shedd Aquarium opened; Merchandise Mart completed; Adler Aquarium dedicated; Board of Trade building (tallest in Chicago), completed.
- 1932—Chicago Historical Society's new building opened; Franklin D. Roosevelt nominated for presidency.
- 1933—The Museum of Science and Industry dedicated; the Century of Progress Exposition; Illinois Waterway connecting Chicago and Gulf of Mexico opened.
- 1934—New Post Office Building opened; second year of Century of Progress Exposition.
- 1937—Outer Drive dedicated.
- 1938—Work begun, Chicago Subway — first section completed for use in 1943.
- 1940—Population, 3,396,808; the American Negro Exposition; Armour Institute and Lewis Institute combined as the Illinois Institute of Technology.
- 1941—The Chicago Sun began publication.
- 1943—Chicago Subway opened.
- 1944—Gardner General Hospital dedicated.
- 1945—Illinois General Assembly appropriated \$5,000,000 for slum clearance and housing projects for Chicago; V-J Day, August 14; direct weekly air service between Chicago and London.
- 1946—Chicago acquires Douglas Airport; Municipal Airport enlarged.
- 1947—Chicago Surface Lines and Chicago Rapid Transit purchased by City of Chicago.

ILLINOIS

- 1673—Marquette and Jolliet go up the Illinois River.
- 1675—Marquette returned to the Great Village of the Illinois to establish a mission.
- 1679—LaSalle and Tonti are in Illinois.
- 1680—Fort Crevecoeur built at Peoria Lake.
- 1682—Fort St. Louis erected at Starved Rock.
- 1691—Village of Pimitoui established — later called Peoria.
- 1699—Cahokia.
- 1703—Kaskaskia.
- 1720—Fort de Chartres.
- 1763—Illinois country ceded by French to the British at the close of the French and Indian War.

- 1778—George Rogers Clark and his men seized Kaskaskia, Cahokia, and Vincennes and raised the American flag.
- 1778—December 9, Illinois country organized as a county of Virginia; John Todd, governor.
- 1783—Land east of the Mississippi ceded by Britain to the American colonies at the close of the American Revolutionary War.
- 1782-7 No legally constituted government in Illinois.
- 1787—Illinois country became part of the Northwest Territory; St. Clair was governor.
- 1790—Governor St. Clair established local government institutions in Illinois.
- 1800—Population: 2,500, about half were French and half were Americans; Illinois became part of the newly organized Indiana Territory.
- 1809—Illinois Territory established; Kaskaskia, the capital; Ninian Edwards, the governor.
- 1818—Illinois became the twenty-first state in the Union; population about 40,000; Shadrach Bond was governor.
- 1820—Population: 55,000; Vandalia became the capital.
- 1830—Population: 157,445.
- 1832—Black Hawk War marked the end of danger from Indians.
- 1836—Illinois and Michigan Canal begun.
- 1837—Internal Improvement System; Springfield selected as site of new capital; financial panic felt.
- 1839—December, state records moved to Springfield — from this time on Springfield was the capital of the state. Mormons were at Nauvoo.
- 1840—Population: 476,000.
- 1842-6 Governor Thomas Ford prevents state bankruptcy.
- 1846—Mexican War, Illinois sent many men.
- 1847—McCormick reaper plant at Chicago; John Deere plow and McCormick reaper greatly changed agriculture in Illinois.
- 1848—Illinois-Michigan Canal opened; first section of Galena and Chicago Railroad completed; second constitution of Illinois adopted.
- 1850—Population: 850,000.
- 1850-1857—Tax-supported public education widely adopted; most of the main lines of the railroads were operating.
- 1858—Lincoln-Douglas debates.
- 1861—Lincoln inaugurated as President of the United States. Civil War, famous Illinois men: Grant, Logan, McClernand.
- 1865—Illinois began its importance as an industrial state.
- 1867—Illinois Industrial University founded at Urbana — later called University of Illinois.

- 1870—Illinois the leading agricultural state; first in wheat, corn, and livestock; value of manufactures \$200,000,000; third constitution of Illinois adopted.
- 1884—Illinois State Federation of Labor organized.
- 1890—Value of manufactures \$900,000,000.
- 1890—Population: 4,821,550; Illinois has become a great manufacturing state.
- 1917—Illinois did her part in World War I.
- 1918—Illinois State Centennial. World War I ended.
- 1940—Population: 7,897,241.
- 1941—World War II.
- 1945—World War II ended.
- 1945—Illinois crop production 817 million dollars; first in production of soybeans; second in production of corn and of hogs; Illinois an outstanding agricultural state as well as a leading industrial state. Illinois coal production over 77,000,000 tons annually; Illinois is third in the United States in coal production but has the greatest available coal supply east of the Mississippi River; Illinois has the largest producing shaft mine and the largest producing commercial strip mine in the world.
- 1946—Ninetieth anniversary of Illinois State Fair; attendance over one million.

SOME STATISTICS

- Number of counties — 102.
- State senatorial districts — 51.
- National congressional districts — 25.
- Electoral votes — 28.
- Public libraries — 381.
- 1944-45 high schools — 861.
- Elementary schools — 10,009.
- Colleges and universities — 38.
- 1944-45 public school enrollment — 1,175,000.
- Daily newspapers — 107.
- Weekly newspapers — 667.
- State banks — 487.
- Combined primary and secondary highway routes — over 100,000 miles.
- 1945 automobiles registered — 1,508,222.
- Greatest length of state — 385 miles.
- Greatest width of state — 218 miles.
- Land area of state — 55,947 square miles.
- Average elevation — 600 feet.

It Is Interesting To Know—

CHICAGO'S NAME

There has been much discussion and research done to discover the meaning of "Chicago." The word is found in the language of several Indian tribes with spelling variations such as: Checagou, Chogage, and Cheaguar. The Illini Indians called LaSalle's Fort Crevecoeur "Checagou," apparently because the buildings, compared to their own, were "great." There are many records of the Indians using the term to mean "something great" or "something powerful." There is also evidence that it was used to mean "skunk" and "wild onion." According to Quaife, one map has the Mississippi River called "Chicago"; another map shows the long detour the Indians took near Green Bay labeled "Chicagou Detour." In both cases the name was used because of the size of the subject named. In another case, a river known as the Skunk River today was called "Cheaguar."

The first written record of the Chicago area being so named is in a memoir of La Salle's written about the time Crevecoeur was built. The first record of anyone attempting to explain the name is in Joutel's account written in 1687. Joutel probably obtained his information from the Frenchmen at Starved Rock, where he had stayed for some time. Joutel wrote that "Chicagou" was so called because of the great quantity of wild garlic growing in the woods. Even there the name could have been used because of the great strength of the odor due to the quantity rather than because of it being garlic. Chicago today, at any rate, deserves the meaning of "something great" — something powerful."

MOTTO

The motto of Chicago is "Urbs in Horto" or "City in a Garden." When the panic of 1837 caused hard times throughout the country Chicago had just obtained its city charter. To help overcome their difficulties almost everyone in the city planted a garden. Looking around the modern city of Chicago with its garden at every doorstep, it is easy to understand why the founders of the city chose "Urbs in Horto" as its motto.

CITY SEAL

The first appearance of a city seal was in 1833. Col. T. J. V. Owen, who was the president of the town board, used the obverse side of the United States half-eagle gold coin. In 1837 the first mayor, William B. Ogden, and Alderman Josiah Goodhue designed a new seal which was only a little different from the one we use today. The original drawing was lost and caused slight changes to be made. In 1905 the seal was modified so that it could be correct historically and symbolically.

The sheaf of wheat means activity and plenty, the Indian represents the discoverer of Chicago, the shield symbolizes the national spirit of the city, and the ship denotes the coming of the white man and his commerce. The babe in the silver shield according to symbolism represents a pearl; the city was thought of as becoming "the gem of the lakes." The motto of "Urbs in Horto" not only means "City in a Garden" but showed the feeling that Chicago was a place of peace and contentment. The "Y" that separates the seal into thirds represents the "Y" of the Chicago River.

CHICAGO FLAG

The Chicago flag has a field of white devided approximately into horizontal thirds by two blue stripes. On the middle section of white are four red stars. The first star represents Fort Dearborn and the real beginning of Chicago as a part of the United States. The second star symbolizes the Chicago Fire. This was a turning point in the city's history because from this time on efforts to have a planned city began to take form. The third star commemorates the World's Columbian Exposition of 1893. It was the first fair of its proportions the world had ever witnessed and it carried Chicago's fame far and wide. The fourth star commemorates the Century of Progress of 1933-4. The fair celebrated Chicago's hundredth birthday and was a memorable occasion.

STATE NAME

Various meanings have been attributed to Illini, the Indian word from which our state name is derived. Some say it means "superior men"; some say "river of men"; and others says "tribe of men." All meanings seem to emphasize the idea that the Illini chose their name because they wished to impress people with their strength and vitality. "Prairie State" is the nickname of our Illinois because of the flat terrain.

MOTTO

The motto of our state is "State's Sovereignty—National Union." It was adopted shortly after Illinois had become a state by the general assembly for use on the state seal.

STATE SEAL

Brand Whitlock has done extensive research on the subject of the Great Seal of Illinois. He tells us that the first seal used for Illinois was in 1788. It was the seal for the territory of the United States northwest of the Ohio River. It had two circles, one smaller within the other. It showed two canoes on a river with a woodland in the

background. In 1800, when the Indiana Territory of which Illinois was a part was created, the original seal with the words "Indiana Territory" on it was used. In 1809 the Illinois Territory was made and the seal adopted was almost a duplicate of the United States seal except that the words "E Pluribus Unum" were omitted. After Illinois became a state the General Assembly ordered a new seal. Essentially the United States seal was retained except for a scroll in the Eagle's mouth saying "State's Sovereignty—National Union."

The seal was radically changed by the Secretary of State, Sharon Tyndals, in 1868. The seal we use today is the one designed by him. It shows an eagle on a boulder in a prairie with a tilted shield resting on a laurel branch and leaning against the boulder. In the eagle's beak is the scroll with the state's motto — State's Sovereignty—National Union." In the background is water with a rising sun on the horizon.

STATE FLAG

The State Flag of Illinois was adopted by the General Assembly of Illinois in 1915. The flag was designed and adopted largely through the sincere efforts of Mrs. Ella Park Lawrence, a regent of the Daughters of the American Revolution. During the years 1912-14 Mrs. Lawrence worked to gain interest in a state flag through the chapters of the D. A. R. In 1914 a contest was held for the best design. The one chosen utilizes much of the Seal of Illinois. It shows the eagle on the boulder with the scroll in his beak. The American shield and laurel are in a position similar to that of the seal. The design is in color on a white background fringed with gold. The flag hangs with other state flags in Memorial Continental Hall in Washington, D. C. and it is displayed in the rotunda of the State Capitol, in Springfield.

STATE TREE, FLOWER, AND BIRD

In 1907 Mrs. Fessler of Rochelle suggested that the school children of Illinois choose a State tree and flower. In November of 1907 the school children of Illinois voted their choice. The Oak and Violet were chosen. In 1908 the General Assembly officially proclaimed the Oak the State tree, and the Violet the State flower. There are nineteen varieties of oak trees in Illinois and in the spring the woods and fields are carpeted with violets. Both selections were very appropriate.

In 1928 a branch of the National Federation of Professional Women's Clubs suggested the school children select a State bird. The Superintendent of Public Instruction approved the plan. Five birds that are very common in Illinois were submitted for the children's vote. Of the five birds suggested, the Cardinal, the Blue Bird, the Meadow

Lark, the Quail, and the Oriole, the Cardinal received the greatest number of votes. The following year the General Assembly passed a resolution officially making the Cardinal the State bird.

STATE SONG

Sometime between 1890 and 1894, when he died, Charles H. Chamberlain, a Civil War veteran, wrote the words to the song "Illinois." He set the words to a melody that had been written in 1870 by Archibald Johnston. It was written at the time that various cities were competing for the honor of presenting the World's Columbian Exposition. Chicago was anxious to be selected and it was thought that a song that would popularize the state would help having her selected. Mr. Chamberlain's song was selected at once. From that time on it was sung as the song of Illinois although it had no official status. In 1925 the General Assembly passed an act that made "Illinois" officially, the State Song of Illinois.

LANGUAGE

In Illinois the official language is "American" by act of the General Assembly in June 1923. The act recognizes the fact that there are differences of spelling and pronunciation between the English and American languages and that the language spoken in Illinois is American.

CAPITALS

Since the beginning of the statehood of Illinois we have had three Capitals and six Capitol buildings. There are three of the buildings standing today; one in Vandalia and two in Springfield.

The first Capitol was at Kaskaskia, the site of the Illinois Territorial Capital, and in a rented building. Eighty acres of land was given by Congress for the site of a new Capitol and the members of the first General Assembly chose the site at Reeve's Bluff, later called Vandalia, for the location of the building. An act of the General Assembly made Vandalia the Capital of the State and it remained so from 1820 to 1840.

A new building was constructed in 1824 when the first one burned. A third and better one was built in 1836 by the residents of Vandalia in an effort to retain the capital which many people felt should be nearer the center of the state. Early in 1837 the General Assembly chose Springfield as the new site. The new Capitol building had ground broken July 4, 1837. Because of the law making Vandalia the Capital until 1840 the seat of the government was not moved until December 1839.

As the population of the state grew the Capitol building became inadequate. Work on a new and larger Capitol building was begun in 1868 and occupied in 1876, although all work was not completed until 1889, twenty-one years after work had started. The present building is made of limestone. Inside, many kinds of marble and granite have been used. Some of the marble was quarried in Illinois. The walls and ceiling of the rotunda are decorated with beautiful paintings.

The old capitol building in Springfield is used as a county building today. The old capitol building in Vandalia is now state-owned and is used as a state museum. It was in this building that Abraham Lincoln served his first term in the State Legislature.

STATE PARKS AND MEMORIALS

In 1944 Illinois had 32 major parks and seventeen historic memorials comprising an area of 27,000 acres. It is a goal of the state to have a public recreational area within fifty miles of every community of any size. Part of the purpose of the parks is to preserve and restore places of historic interest such as New Salem and Fort Massac and to preserve natural areas with their plant, animal, and bird life.

One of the new projects is the development of park area along Lake Michigan. The Illinois State Beach Park extending north from Waukegan is the beginning of a project to go to the Illinois-Wisconsin borderline. Wisconsin plans to continue it on her side of the state line and Indiana has already developed much of the Lake Michigan shore line as Dunes Park.

A visit to New Salem, Fort Massac, Starved Rock, Pere Marquette, and Black Hawk State Park is well worth the trip for these places are an important part of our Illinois heritage.

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